

MABEE, F/O Ernest Aubrey (J88781) - **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 9 April 1920. Home in Toronto; enlisted there 28 August 1941 and posted to No.1 Manning Depot. To No.1 Equipment Depot, 18 October 1941. To No.4 WS, 17 January 1942; promoted LAC, 16 March 1942; graduated 24 September 1942 and posted to No.6 BGS; graduated and promoted Sergeant, 26 October 1942. To No.36 OTU, 6 November 1942; to "Y" Depot, 20 March 1943; to RAF overseas, 27 March 1943. Commissioned 24 July 1944. Repatriated 2 August 1945. Released 22 September 1945. Certificate sent 10 August 1948. Died as Dashwood (London), Ontario, 27 November 2002.

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MACADAM, Sergeant (now FS) Gordon Forbes (Can 6006) - **Mention in Despatches** - No.7 Squadron - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 10 November 1914 at Schreiber, Ontario (RCAF press release 2659 announcing award). Educated there. Automobile mechanic for three years and Diesel operator for two years. Enlisted in Winnipeg, 11 September 1939 as Aero Engine Mechanic and posted to No.2 Equipment Depot, Winnipeg. To Seaplane Training School, 12 October 1939. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. To No.13 Operational Training Squadron, Patricia Bay, 31 October 1940. Promoted Corporal, 1 November 1940. To Prince Rupert, 16 April 1942. To Tofino, 20 November 1942 (servicing Allison engines of No.132 Squadron). Remustered to aircrew and posted to No.9 BGS, 22 December 1942. Graduated and promoted Sergeant, 6 March 1943. To No.3 Repair Depot, Vancouver, 9 March 1943. To Prince Rupert, 24 March 1943. Promoted Flight Sergeant, 1 November 1943. Commissioned 10 March 1944 (C46820); to No.7 Squadron, Alliford Bay, 24 April 1944. To Western Air Command Headquarters, 3 June 1944 (Aircrew Assessment Board to February 1945; Command Flight Engineer Officer to August 1945); promoted Flying Officer, 10 September 1944; promoted Flight Lieutenant, 1 May 1945; to No.5 OTU, Boundary Bay, 13 August 1945; to Patricia Bay, 27 October 1945; to No.8 Release Centre, 16 November 1945. Volunteered for Interim Air Force and served in Western Air Command until final discharge on 28 September 1946. Died in White Rock, British Columbia, 4 March 1990.

This non-commissioned officer as a Flight Engineer has displayed constant devotion to duty requiring many hours of overtime work. He is responsible for the submission of many ideas which have resulted in the improvement of the working conditions for the squadron crews while on patrol. His unceasing efforts have been devoted to the maintenance of a high standard of efficiency in his flight.

First recommended for an AFM, 21 August 1943 by S/L R, Dobson, No.7 (BR) Squadron, when he had flown 359 hours ten minutes (all in previous six months) of which 350 hours had been operational (16 sorties) - but see application for Operational Wing:

Sergeant Macadam is responsible for the submission of many ideas which have resulted in the improvement of the working conditions for the squadron crews while on patrol. His unceasing efforts and constant devotion to duty is deserving of recognition.

Supported at Station and Western Air Command Headquarters level but did not reach Priority List for Air Force Medal. On 11 October 1943, suggested change to Mention in Despatches, to which Air Marshal Breadner concurred, 12 October 1943.

Training: Course at No.9 BGS was 11 January to 19 February 1943. Battle aircraft (six hours 20 minutes) and spent five hours 35 minutes at Turret Manipulation.. Fired 450 rounds on 25-yard range, 300 rounds on 200-yard range. Marked on Guns, pyrotechnics and ammunition (written, 220/250), Guns, practical (79/100), Sighting (220/250), Turret, practical (170/200), and Aircraft Recognition (168/200). Scored 3.5 percent hits in air. Placed first in a class of 24. "Excellent student, good appearance, and cooperative."

Course at School of Aeronautical Engineering, 20 February to 6 March 1943. Scored 73 percent on written examination and 81 percent on oral examination. Placed second in a class of ten. "Above average student. Sound knowledge of engines and operation." (F/L W. Schofield, 11 March 1943).

Selected Assessments: "Recent graduate Flight Engineer. Has good ideas and exceptionally quick to understand. Wants to do the right thing." (Commanding Officer, No.7 Squadron, Prince Rupert, 6 March 1943).

"A hard working, conscientious NCO and will stay on the job until the work is completed." (S/L R. Dobson, No.7 Squadron, 7 August 1943)

"A hard working, wide awake NCO who has qualities to warrant commissioned rank." (W/C L.H. Brooks, Commanding Officer, Prince Rupert, 10 March 1944)

"An exceptional engineer who has been employed in an instructional capacity in 7 BR Squadron, He has been recommended for a commission." (S/L R. Dobson, No.7 Squadron, 8 June 1944).

"Sound man, knows his trade exceptionally well. Has only held a commission for a little over six months but appears to have all the necessary qualifications to hold his commission. Recommend retention in the Service and promotion to rank of Temporary Flying Officer on completion of six months service." (W/C G.D.. Clarke, Western Air Command Headquarters, 25 September 1944)

"This officer is filling a Flight Lieutenant vacancy on the OTU Staff and is displaying exceptional ability and keenness in the performance of his duties." (W/C W. Weiser, Western Air Command Headquarters, 14 May 1945).

“Presently employed on Admin duties. Energetic and willing. Work sometimes suffers from carelessness.” (W/C R.V. Manning, 8 January 1946).

Application for Operational Wing dated 16 October 1944:

10 December 1941 - No.13 OTU - Hudson - Anti-submarine patrol (4.35)
12 December 1941 - No.13 OTU - Hudson - Anti-submarine patrol (6.05)
15 December 1941 - No.13 OTU - Hudson - Anti-submarine patrol (3.50)
18 December 1941 - No.13 OTU - Stranraer - Anti-submarine patrol (5.15)
19 December 1941 - No.13 OTU - Hudson - Anti-submarine patrol (4.40)
22 December 1941 - No.13 OTU - Stranraer - Anti-submarine patrol (5.50)
23 December 1941 - No.13 OTU - Stranraer - Anti-submarine patrol 4.05)
27 December 1941 - No.13 OTU - Stranraer - Anti-submarine patrol (6.15)
28 December 1941 - No.13 OTU - Hudson - Anti-submarine patrol (4.30)
30 December 1941 - No.13 OTU - Hudson - Anti-submarine patrol (5.10)
31 December 1941 - No.13 OTU - Hudson - Anti-submarine patrol (5.20)
4 January 1942 - No.13 OTU - Hudson - Anti-submarine patrol (5.45)
5 January 1942 - No.13 OTU - Stranraer - Anti-submarine patrol (5.55)
8 January 1942 - No.13 OTU - Stranraer - Anti-submarine patrol 5.10)
10 January 1942 - No.13 OTU - Stranraer - Anti-submarine patrol (5.00)
11 January 1942 - No.13 OTU - Stranraer - Anti-submarine patrol (4.10)
14 January 1942 - No.13 OTU - Stranraer - Anti-submarine patrol (3.35)
15 January 1942 - No.13 OTU - Hudson - Anti-submarine patrol (5.15)
18 January 1942 - No.13 OTU - Hudson - Anti-submarine patrol (5.50)
19 January 1942 - No.13 OTU - Hudson - Anti-submarine patrol (4.05)
22 January 1942 - No.13 OTU - Hudson - Anti-submarine patrol (5.30)
25 January 1942 - No.13 OTU - Hudson - Anti-submarine patrol (4.20)
28 January 1942 - No.13 OTU - Stranraer - Anti-submarine patrol (5.35)
31 January 1942 - No.13 OTU - Stranraer - Anti-submarine patrol (6.05)
11 February 1942 - No.13 OTU - Stranraer - Anti-submarine patrol (5.55)
12 February 1942 - No.13 OTU - Stranraer - Anti-submarine patrol (4.05)
15 February 1942 - No.13 OTU - Stranraer - Anti-submarine patrol (5.30)
19 February 1942 - No.13 OTU - Hudson - Anti-submarine patrol (3.50)
22 February 1942 - No.13 OTU - Hudson - Anti-submarine patrol (2.10)
23 February 1942 - No.13 OTU - Stranraer - Anti-submarine patrol (5.05)
27 February 1942 - No.13 OTU - Stranraer - Anti-submarine patrol (5.35)
7 March 1942 - No.13 OTU - Stranraer - Anti-submarine patrol (5.10)
11 March 1942 - No.13 OTU - Stranraer - Anti-submarine patrol (3.05)
16 March 1942 - No.13 OTU - Hudson - Anti-submarine patrol (5.00)
17 March 1942 - No.13 OTU - Hudson - Anti-submarine patrol (4.20)
20 March 1942 - No.13 OTU - Stranraer - Anti-submarine patrol (5.20)
21 March 1942 - No.13 OTU - Hudson - Anti-submarine patrol (5.45)
27 March 1942 - No.13 OTU - Hudson - Anti-submarine patrol (5.05)
29 March 1942 - No.13 OTU - Stranraer - Anti-submarine patrol (3.25)

5 April 1942 - No.13 OTU - Stranraer - Anti-submarine patrol (4.50)
7 April 1942 - No.13 OTU - Stranraer - Anti-submarine patrol (5.25)
9 April 1942 - No.13 OTU - Stranraer - Anti-submarine patrol (4.50)
13 April 1942 - No.13 OTU - Stranraer - Anti-submarine patrol (5.20)
17 April 1942 - No.13 OTU - Stranraer - Anti-submarine patrol (3.45)
21 July 1942 - No.7 (BR) Squadron - Shark - Anti-submarine patrol (3.05)
26 July 1942 - No.7 (BR) Squadron - Shark - Anti-submarine patrol (2.20)
19 August 1942 - No.7 (BR) Squadron - Shark - Anti-submarine patrol (4.05)
25 August 1942 - No.7 (BR) Squadron - Shark - Anti-submarine patrol (3.35)
29 August 1942 - No.7 (BR) Squadron - Shark - Anti-submarine patrol (3.50)
7 September 1942 - No.7 (BR) Squadron - Shark - Anti-submarine patrol (3.25)
28 March 1943 - No.7 (BR) Squadron - Shark - Anti-submarine patrol (4.05)
30 March 1943 - No.7 (BR) Squadron - Stranraer - Anti-submarine patrol (4.15)
19 April 1943 - No.7 (BR) Squadron - Canso - Convoy patrol (5.10)
20 April 1943 - No.7 (BR) Squadron - Canso - Convoy patrol (11.25)
17 May 1943 - No.7 (BR) Squadron - Canso - Anti-submarine patrol (7.30)
22 June 1943 - No.7 (BR) Squadron - Stranraer - Anti-submarine patrol (2.20)
26 June 1943 - No.7 (BR) Squadron - Canso - Anti-submarine patrol (5.25)
30 June 1943 - No.7 (BR) Squadron - Stranraer - Anti-submarine patrol (2.15)
2 July 1943 - No.7 (BR) Squadron - Stranraer - Anti-submarine patrol (4.25)
5 July 1943 - No.7 (BR) Squadron - Stranraer - Anti-submarine patrol (6.55)
7 July 1943 - No.7 (BR) Squadron - Canso - Convoy patrol (14.35)
10 July 1943 - No.7 (BR) Squadron - Canso - Convoy patrol (5.15)
12 July 1943 - No.7 (BR) Squadron - Canso - Anti-submarine patrol (14.30)
19 July 1943 - No.7 (BR) Squadron - Canso - Anti-submarine patrol (12.30)
23 July 1943 - No.7 (BR) Squadron - Canso - Anti-submarine patrol (12.00)
25 July 1943 - No.7 (BR) Squadron - Canso - Anti-submarine patrol (16.10)
29 July 1943 - No.7 (BR) Squadron - Canso - Anti-submarine patrol (12.25)
3 August 1943 - No.7 (BR) Squadron - Canso - Anti-submarine patrol (12.00)
5 August 1943 - No.7 (BR) Squadron - Canso - Anti-submarine patrol (7.05)
26 August 1943 - No.7 (BR) Squadron - Shark - Anti-submarine patrol (5.50)
13 August 1943 - No.7 (BR) Squadron - Canso - Anti-submarine patrol (8.35)
20 October 1943 - No.7 (BR) Squadron - Canso - B.R. (11.25)
8 December 1943 1943 - No.7 (BR) Squadron - Canso - B.R. (8.25)
11 December 1943 1943 - No.7 (BR) Squadron - Canso - B.R. (7.05)
7 February 1944 - No.7 (BR) Squadron - Canso - Convoy patrol (9.05)
8 February 1944 - No.7 (BR) Squadron - Canso - Anti-Submarine patrol (10.00)
9 February 1944 - No.7 (BR) Squadron - Canso - Anti-Submarine patrol (6.15)
11 February 1944 - No.7 (BR) Squadron - Canso - Anti-Submarine patrol (8.15)
12 February 1944 - No.7 (BR) Squadron - Canso - Anti-Submarine patrol (9.30)
13 February 1944 - No.7 (BR) Squadron - Canso - Anti-Submarine patrol (7.35)
14 February 1944 - No.7 (BR) Squadron - Canso - Anti-Submarine patrol (7.05)
24 February 1944 - No.7 (BR) Squadron - Canso - Anti-Submarine patrol (5.05)
8 March 1944 - No.7 (BR) Squadron - Catalina - Anti-Submarine patrol (10.40)

10 April 1944 - No.7 (BR) Squadron - Canso - Anti-Submarine patrol (10.00)
6 May 1944 - No.7 (BR) Squadron - Canso - Convoy patrol (14.45)
9 May 1944 - No.7 (BR) Squadron - Canso - Anti-Submarine patrol (13.00)
15 May 1944 - No.7 (BR) Squadron - Canso - Anti-Submarine patrol (5.00)
21 August 1944 - No.6 (BR) Squadron - Canso - Anti-Submarine patrol (5.40)
22 August 1944 - No.6 (BR) Squadron - Canso - Anti-Submarine patrol (5.40)
23 August 1944 - No.6 (BR) Squadron - Canso - Anti-Submarine patrol (6.05)
24 August 1944 - No.6 (BR) Squadron - Canso - Anti-Submarine patrol (5.50)
26 August 1944 - No.6 (BR) Squadron - Canso - Anti-Submarine patrol (5.10)
28 August 1944 - No.6 (BR) Squadron - Canso - Anti-Submarine patrol (5.30)
29 August 1944 - No.6 (BR) Squadron - Canso - Anti-Submarine patrol (6.30)
5 September 1944 - No.7 (BR) Squadron - Canso - B.R. (5.35)
6 September 1944 - No.7 (BR) Squadron - Canso - B.R. (5.00)
7 September 1944 - No.7 (BR) Squadron - Canso - B.R. (5.10)
8 September 1944 - No.7 (BR) Squadron - Canso - B.R. (4.45)
9 September 1944 - No.7 (BR) Squadron - Canso - B.R. (5.35)
10 September 1944 - No.7 (BR) Squadron - Canso - B.R. (5.35)
11 September 1944 - No.7 (BR) Squadron - Canso - B.R. (5.30)
12 September 1944 - No.7 (BR) Squadron - Canso - B.R. (3.10)

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MacARTHUR, F/L William John Campbell (C5466) - **Mention in Despatches** - No.416 Squadron - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Attended University of Manitoba and McGill University, graduating in Medicine, 1938 (captained McGill football team and later named to all-star team of the half-century). Also attended Mayo Clinic. Home in Oakville; enlisted in Toronto, 27 May 1941 as Medical Officer. Granted rank of Flight Lieutenant, 27 August 1941. With No.15 SFTS as of 7 September 1941. To "Y" Depot, 30 July 1942. To RAF overseas, 6 August 1942. Promoted Squadron Leader, 10 July 1943. Wounded early in Normandy operations but returned to duty as Medical Officer at Carpiquet. Repatriated 31 July 1944. To Technical Training School, 17 September 1944. To No.1 Air Command, 15 January 1945. Retired 30 November 1945. Joined the staff of Toronto Western Hospital but in 1946 transferred his practice to Oakville. Helped found Oakville-Trafalgar Memorial Hospital and was in succession Chief of Surgery and Chief of Staff, mentoring many young doctors and nurses. Retired in 1976. In 1970 he had his wife had visited Tortola, British Virgin Islands, and thus began a 30-year association with the islands as he assisted the medical and dental community through mentoring and sourcing of equipment. Arranged for the Oakville Rotary Club to sponsor British Virgin Island children needed specialized treatment in Toronto. His services led to his appointment as **Member, Order of the British Empire** (1985). Died at his farm north of Oakville, 2 April 2001. RCAF photo PL-28749 (ex UK-10176 dated 1 May 1944) shows two officers pulling on rope as they erect the "officers' ante room" at an RCAF airfield in England - W/C Hugh Godefroy, DSO, DFC and S/L "Cam" MacArthur, Oakville, Ontario, "former McGill football star and now a senior airfield medical officer." No citation.

MacARTHUR, S/L William John Campbell (C5466) - **Mention in Despatches** - No.127 Wing (AFRO only gives "Overseas" as unit) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. No citation.

RCAF press release 3420 issued 19 June 1944 read, in part:

WITH THE RCAF OVERSEAS: Canadian fighter pilots and ground crews fighting with Allied invasion forces, are assured the best in medical treatment right up in the forefront of the invasion.

Senior medical officer on the RCAF airfield of the RAF Tactical Air Force commanded by W/C M. Brown of Winnipeg, is S/L W.J.C. "Cam" MacArthur, Oakville, Ontario, former McGill backfield star. MacArthur moved in with an advance part of the invasion forces, surviving an explosion to his tank landing craft which killed 15 of the 75 aboard and blew him out of the ambulance in which he had been asleep. When RCAF pilots arrived at his French base, they came under his care.

"An injured lad will never be more than an hour at the outside from adequate medical care," he promised before he left Britain.

"People at home can be assured that none of their boys will be doped with drugs to keep up their energy in battle. They will have a complete surgical setup at their service and there will be plenty of morphine available should it be required."

Every tenth airman on the French airfield is thoroughly trained in first aid and all have rudimentary knowledge. Serious cases are to be flown back to a base hospital in England.

RCAF Press Release dated 24 January 1944 from F/O H. Ivers Kelly read:

Kindly "detectives" watch Canadian pilots overseas during every off-duty moment. They watch for signs of bad temper, for indications of the development of a cynical or sarcastic attitude, for criticisms of his fellow-pilots or his aircraft, and for changes in his eating, drinking or sleeping habits. If they find what they're looking for, they ground the pilot.

These "detectives" are skilled Canadian medical officers who know that a "scrappy" or morose pilot is fatigued and that he has started to draw on his reserves of nervous and physical powers. They order him off operations before he "burns himself out," before he becomes kin to some of the "burned-out" veterans of the last war who returned to civilian life without any apparent wounds but found that they could not stand the pace of earning a living at a job

that was easy for them before they enlisted.

Typical of these “detectives” on Canadian airfields overseas are the three Medical Officers who watch carefully over the health of pilots and ground crews of the Red Indian and Wolf fighter squadrons at a base in England. Squadron Leader Cam. MacArthur of Toronto and Oakville, Ontario, was a successful surgeon in civil life after he graduated from McGill University where he starred at rugby – he still can “spot” some of the pilots ten or fifteen years and trounce them at tennis or squash. Flight Lieutenant Don. Munro of Vancouver, B.C., graduated from University of Manitoba and specialized in internal medicine before he enlisted. Flight Lieutenant Vic Perry of Toronto where he graduated in medicine, is another of the R.C.A.F. Medical Officers who avail themselves of opportunities in England to take short medical courses.

“There is no use just asking a pilot if he is tired; he will strenuously deny it,” said S/L MacArthur. “He will hotly contest any idea that he be taken off operations; but sometimes after he has been told flatly that he is being grounded, he will admit that ‘maybe’ he is a ‘bit’ tired.”

Nearly a year ago, one pilot was grounded against his will and went away for a short visit. When he returned a week later, the MO was away and he talked his way into being allowed to go on a sweep over France – he was shot down by German bullets an hour later. He was “fatigued” and not so alert as normally, but he did not realize it; he was keen to keep flying. He managed to escape the Germans, got back to England and took a two months’ rest and has since avenged himself by destroying two more enemy planes over Europe. He has a higher rank than when he was shot down and he wears the Distinguished Flying Cross on his left breast, but he has told the Medical Officers he will not argue the next time he is told he is tired and should take a rest.

“If we take a lad off operations before he drains his reserves of physical, mental and nervous energy, we preserve a useful pilot who can make another successful tour of operations after a rest,” said S/L MacArthur, who has been “mentioned in despatches for his work among pilots. “If he goes too far, he will become a physical and mental wreck, of no use as a fighter pilot and with his post-war career possibly jeopardized.”

A small U-tube monometer helps the MO’s to check whether a pilot has become fatigued and is starting to draw on his reserves. But the MO’s rely to a great extent on their own observations of each pilot’s day-to-day living. The monometer is a check. It contains mercury which a pilot, by blowing through a mouthpiece and tube, is required to hold at a steady 40 millimetres for as long as he can. If he is fatigued, he can’t do it for very long; but if he’s in top physical and mental condition, he can keep the mercury at 40 even after he has turned

“blue in the face”. At five-minute intervals during the test, the MO takes the pilot’s pulse.

“There are many indications of fatigue,” said S/L MacArthur, “such as irregularity of pulse, lowered blood pressure, general lassitude and lack of interest, a change in personality or in habits, and signs of insomnia and nightmares. One outstanding pilot I grounded told me later he had been having nightmares for several nights before I grounded him and that he kept having them for six weeks afterwards. He was fighting his battles over again in his sleep, was being shot down again and was bailing out into the sea. I did not know about his nightmares when I grounded him; it was from other indications that I knew he was tired.”

“Temperament has much to do with how soon a pilot feels fatigue. One lad here of 20 has made 120 sweeps over enemy territory, but he does not show fatigue. Neither do several others with more than 100 sweeps to their credit in one tour. But some show fatigue after half that many sorties.”

“Every fighter pilot realizes he must rely on his one engine; that if it packs up on him he is in deep trouble. A very few pilots have had several engine failures and taken them in their stride, but when a pilot becomes fatigued he starts listening to his motor, watching all the dials and gauges; he is worried about the possibility of his engine failing even though he may never have had a motor even skip on him during several hundreds of hours over enemy territory. But he is listening to that motor from the time he takes off until he has landed. He is tired, or the possibility of engine failure would not concern him for an instant. His usefulness as a fighter pilot has deteriorated; he has had enough operations for that tour and we ground him for a few months’ rest.”

“Some manifestations of fatigue are when an easy-going lad, who always has been friendly with everyone, starts to draw into himself and becomes morose. He is more inclined to criticize his friends or his aircraft. We know that in the jargon of the Air Force, ‘He’s Had It.’ We ground him for a rest and he will come back on operations as his natural, affable self after a couple of months doing non-operational work such as test-flying, gunnery instruction at a training unit, and so on.”

“We attend briefings,” said S/L MacArthur, “and we watch whether any of the lads tighten up when they see it is going to be a rough show – maybe it is across a long stretch of water into Holland in their single-engined fighters. We watch them on their return to see if the sweep has left them exhilarated or tired; we watch how they take off and land their planes; we sit among them at meals and see how their appetites are. If there is any deviation from anyone’s norm, we check into his case. We sometimes ask the squadron leader’s help, but we don’t

go to leaders of sections in the squadron – if we tell them what we are looking for they will know what symptoms they must hide when they get tired but don't want to go off ops.”

The possibility of fatigue is often calculated roughly by the length of the operational tour, which usually averages for a fighter pilot about 100 sorties of about two hours each. Such a tour included many hours of monotonous “readiness,” of taking turns sitting near an aircraft on an airfield in readiness for an emergency signal that will send him scrambling skywards. In the summer, continuous “readiness” lasts from before 5 a.m. until after 10 p.m.

“The successful fighter pilot is the first to say that his success over anything the enemy has thrown at him is due 75 per cent to luck and only 25 per cent to skill,” said S/L MacArthur. “He has seen some friends die just because of an unlucky break and he has seen others of his friends come back when they seemingly had no chance of living – maybe the friend's plane caught fire over Holland but he got safely back. So the more sweeps a pilot makes, the more he has cause to wonder if his luck will soon start to run out”.

“People at home don't realize that they add to the strain on a pilot – as well as on others who are overseas – by not writing often enough. I have seen a pilot fidgeting for a couple of days and then have seen him relax as he sat smiling in a chair, oblivious of his surroundings, while he read some overdue mail he had just received. The boys here didn't write very much of what they're doing and the longer they are over here, the less news there is to write home; but it would be wonderful for their morale if the folks at home would realize this and keep writing often even though they don't get many letters in return.”

“It is nice to see the occasional association which knew a pilot before he enlisted sending him gifts such as cigarettes or candy. Sometimes a municipality adopts a squadron and sends it cigarettes, but all squadrons don't get them. Occasionally, all members of a group send a bunch of letters at one time to a particular ex-member. All these things happen too seldom, but they are what helps a pilot or any other person in the services to have pride in himself, in his former associations and in his background. But being ignored leads to that ‘what's the use’ feeling which definitely lowers morale.”

The work of keeping pilots and other personnel healthy entails careful attention by medical officers to diet. Attempts are made to get fresh milk and fruit juices and an occasional fresh egg for air crew, although non-flying personnel do without them. All personnel get raw carrots and raw cabbage and other vitamin foods regularly and arrangements are made to see they are not fed much fat or grease.

“Only a fraction of our time is taken up by pilots,” said S/L MacArthur. “Ground personnel outnumber the pilots ten or twelve to one – men in repair units, equipment depots, armament sections, motor transport division, the kitchen, and so on – they are all A1 category in health so far as ground work is concerned, and they get their colds and cuts and infections and need inoculations as much as any pilot. But we don’t have to watch the ground man’s fatigue reactions – he is already grounded.”

RCAF Press Release No.5568 dated 15 June 1944, transcribed by Huguette Oates, reads:

LONDON: -- Enemy action interrupted the journey of Squadron Leader Cam MacArthur of Oakville, Ontario, medical officer for an RCAF airfield, when he was within a few miles of the invasion coast before dawn broke on D-Day, and today he was back in England waiting to make another start.

MacArthur, who used to be a rugby star for McGill University, has spent his overseas service looking after the health of pilots in RCAF Spitfire squadrons, and the landing on D-Day morning would have made his unit the first Canadian air force medical formation ashore.

“Originally we were supposed to go over a couple of days after the first landings,” MacArthur said, “but then it was decided there should be somebody in there immediately to look after any pilots who came down in the beachhead and needed medical attention.” The unit was headed for a refueling and rearming strip where Spitfires would land after a sortie and take off for further operations after being serviced by British Servicing Commandos.

“I was asleep in the back of the ambulance with four other officers when the torpedo hit us about two in the morning,” MacArthur related. “We were on a tank landing craft, and the torpedo seemed to set everything on fire. Ammunition and gas tanks started to blow up and the vehicles caught fire in a hurry. All of us were blown right out of the ambulance, and I came down in about two feet of water on the deck. Two men sleeping in the cab of the ambulance were killed, but the four of us in the back got away with slight burns or scratches and a good shaking. Everybody on the ship behaved very well, and a lot of lives were saved because people kept calm while they were waiting to be rescued.”

Blown out of the ambulance with MacArthur were F/L Vic Perry of Toronto, also a medical officer; Captain Bob Forbes of Toronto, army liaison officer and F/O Alan McNab of Ottawa, Ontario. “We were lucky in having a launch come alongside to take the boys off about five minutes after the explosion,” MacArthur continued. “The Channel was pretty rough and they made a great job of getting us off. First they evacuated the men from the bow of the ship and

then went around to the stern to take off the rest. Some of them had to swim for it before they were taken aboard. In fact, it was so rough that the launch had to leave some of the men behind, and they were picked up about 6:30 in the morning by a United States Navy craft.”

There were 75 men aboard when they set out, of which about 60 were saved from the wreck. In addition to medical men, the ship carried a number of Flying Control and Intelligence officers and Servicing Commandos to set up the skeleton organization on the French landing strip.

“We have been replaced by now, of course,” MacArthur said, “but the boys are hoping that they’ll get another shot at it before long. After we got aboard the rescue launch, we wanted to go on the rest of the way to the beach and do what we could even without our equipment, but the launch wasn’t able to take us. We finally arrived back in this country by way of a U.S. hospital ship. We saw a lot of flak and fires ashore while we were cruising around in the launch, and we saw the invasion beach from end to end.”

S/L MacArthur is in charge of medical services for a Canadian spitfire airfield which includes squadrons commanded by three veteran RCAF fighter pilots, S/L R.A. Buckham, DFC, Vancouver; S/L Walter Conrad, DFC, Richmond, Quebec; and S/L Fred Green, DFC, of Toronto, Ontario.

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MACAULAY, Sergeant Thomas Archibald (R103518) - **Mention in Despatches** - No.434 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 in Vancouver, 4 February 1918. Had been a fire warden (one month), chain and rodman on road crew (one year). Home in Banff, Alberta. Army training, 8 November 1940 to 21 February 1941. Enlisted in Calgary 2 May 1941 as Radio Mechanic Under Training. To No.1 Manning Depot on enlistment. To University of Toronto, 23 May 1941. To No.1 Manning Depot again, 13 November 1941. Reclassified in Armament Branch, 30 December 1941; to Air Armament School, 17 January 1942. To No.8 BGS, 10 March 1941. Promoted AC1, 30 March 1941. Promoted LAC, 1 July 1942. To “Y” Depot, 13 November 1942; to RAF overseas, 10 December 1942; disembarked in Britain, 18 December 1942. To No.426 Squadron, 6 January 1943. Promoted Corporal, 12 February 1943. To No.425 Squadron, 1 May 1943. To Topcliffe, 13 May 1943. To No.433 Squadron, 16 June 1943. To No.434 Squadron, 26 June 1943. To Middleton St. George, 27 December 1943. To No.434 Squadron, 5 May 1944. To No.64 Base, 16 September 1944. Promoted Acting Sergeant, 1 October 1944. Repatriated via Debert, 23 July 1945. Retired 13 September 1945. Died in Banff, 1984. 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 on 2nd May, 1941, and has served in the United Kingdom since 18th December 1942, and has been employed in the Flights of the Armament Section since its formation. He has displayed devotion to duty of a high order. He is always endeavouring to improve the servicing and maintenance of the Armament equipment in his flights. Working under adverse conditions for endless tiring hours, he has, by his exceptional tenacity of purpose, influenced the men in the performance of their duties to such a degree that their standard is of a very high calibre.

Training: Course at Air Armament School was 20 January to 9 March 1942. Scored 310/500 in Progress Examination, 63/100 in Practical Examination, 210/300 in Oral Examination and 66/100 in Written Examination. Placed 40th in a class of 69. "Has ability but has yet to learn that war is a serious business. Will need supervision."

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MacBAIN, F/L Kenneth (J12689) - **Distinguished Flying Cross** - No.249 Squadron - Award effective 17 August 1944 as per **London Gazette** dated 25 August 1944 and AFRO 2231/44 dated 13 October 1944. Born in Brandon, Manitoba, 1 September 1922; home there. Enlisted in Winnipeg, 3 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940 when posted to No.2 EFTS; graduated 14 September 1940 when posted to No.4 SFTS; graduated and promoted Sergeant, 18 November 1940. To Central Flying School, Trenton, 6 January 1941; posted to No.10 SFTS, 22 March 1941; promoted WO2, 1 December 1941; commissioned 30 June 1942. Posted to "Y" Depot, Halifax, 11 October 1942; struck off strength to overseas on same date. Promoted Flying Officer, 30 December 1942. Promoted Flight Lieutenant, 30 June 1944. Repatriated 15 April 1945; to No.2 Air Command, 2 May 1945; to No.18 SFTS, 17 July 1945. Left the RCAF at wars end but rejoined on 24 September 1951 (service number 42332) and still serving as of 1956. DFC presented 9 April 1949. Chris Shores, **Those Other Eagles**, gives the following victory list: **27 August 1943**, one Ju.88 destroyed, 20 miles east of Kalafrana (Spitfire EN256, T-B); **2 December 1943**, one Bf.109G destroyed, five miles south of Fier, Albania (Spitfire JK265, T-K); aircraft shot down was from 1/NAG.12, Oberleutnant Hans Marquardt baled out and reported missing. RCAF photo PL-27273 (ex UK-10108 dated 1 May 1944) has following caption: "Ready to take off on a moment's notice against the enemy but in the meantime taking it easy in the dispersal hut is RCAF pilot F/O K. MacBain of Brandon, Manitoba. Mac, who has one Ju.88 to his credit, is attached to an RAF Spitfire squadron in Italy."

This officer while operating as a flight commander in recent attacks against targets in the Balkans has led numerous sorties against enemy motor transport columns and camps. He has destroyed one enemy aircraft and at least fifty enemy vehicles in addition to six vessels in the Adriatic Sea. His attacks have always been pressed home in the face of heavy anti-aircraft fire. Flight Lieutenant MacBain has always been eager to engage the enemy at every opportunity and adverse weather has never deterred him from completing the

allotted tasks.

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MacBRIDE, Sergeant Louise Rigg (W302934) - **British Empire Medal** - RCAF Overseas Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946 and corrected rank in AFRO 781/46 dated 9 August 1946. Born in Gourock, Saskatchewan, 11 July 1921. Educated at Strathcona Academy, Montreal (1927-1928), Margaret Jenkins Academy, Victoria (1929-1933), Oak Bay High School, 1934-1938 and Victoria High School, 1938-1939. Home in Victoria (stenographer to manager of Victoria Cold Storage and then British Columbia Packers); enlisted in Vancouver, 21 April 1942 as Clerk Stenographer. Posted to No.6 Manning Depot on enlistment. Promoted AW1, 21 July 1942. Posted overseas, 20 August 1942. Disembarked in Britain, 1 September 1942 and posted to RCAF Overseas Headquarters. Promoted LAW, 21 October 1942. Promoted Corporal, 1 November 1943. Promoted Sergeant, 1 August 1944 on reclassification as Clerk Administration. Repatriated 23 October 1945. Released 5 December 1945. Married name was Brock. Died in West Vancouver, July 1995 as per Royal Canadian Legion Last Post website.

This non-commissioned officer enlisted in the Women's Division of the Royal Canadian Air Force in 1942 and in that year proceeded overseas with the first draft of Women's Division personnel and, until her repatriation, was continuously employed for a period of three years at Royal Canadian Air Force Overseas Headquarters. She is endowed with outstanding talent for dealing with office administrative detail and with a capacity for hard work. During her service overseas she gave unsparingly of these talents and set a splendid example to all ranks in initiative, strenuous effort and devotion to duty, involving a great amount of overtime work during the 1942-45 bombing and "V" attacks on London. Sergeant MacBride's record is an outstanding justification of the wisdom of establishing the Women's Division of the Royal Canadian Air Force.

Recommendation raised 1 February 1946 by G/C (name illegible), Directorate of Accounts and Finance, RCAF Overseas Headquarters. Text as above.

Notes and Assessments: Interviewed 20 April 1942 in Vancouver - "Anxious to serve. Good type. Has had ten months experience as Stenographic Clerk."

Course at No.6 Manning Depot, 23 May to 20 June 1942. Scored 134/200 on Clerk Stenographer tests. "Average student in both practical and theoretical phases of the course. Reliable type of airwoman."

Described 11 August 1943 as follows: "Accurate and conscientious worker. Highly recommended" (W/C T.C. Davis, Director of Accounts and Finances, RCAF Overseas Headquarters.)

“Corporal Macbride is an especially competent and hard working NCO. She is a credit to the RCAF (WD).” (S/L B.M. Sears, 11 January 1944)

“This airwoman NCO is capable and efficient. Her promotion to the rank of Acting Sergeant is recommended. There is a vacancy in the establishment of this Directorate for this.” (S/L B.M. Sears, 7 July 1944)

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MacBRIDE, F/O (now F/L) Robert Ernest (J9267) - **Mention in Despatches** - No.162 Squadron (Canada) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 5 August 1919 (RCAF press release 2659 announcing award). Educated at Lindsay, New Brunswick (1925-1932), Woodstock Grammar School (1932-1935) and University of New Brunswick (1935-1938). Home in Woodstock, New Brunswick. Corporal in COTC while attending University of New Brunswick. Worked summers for New Brunswick Department of Lands and Forests, as timber cruiser and assistant forester. Occupation for 1940 given as “sealer” and “inspector of pit woods,” for Pitwood Export Limited of Moncton. Enlisted in Moncton, 15 January 1941 and posted to No.1 Manning Depot., Toronto To No.1A Manning Depot, Picton, 20 February 1941. To No.1 Manning Depot again, 19 March 1941. To No.1 SFTS, Camp Borden (guard duty), 23 April 1941. To No.1 ITS, Toronto, 10 June 1941; graduated and promoted LAC, 15 July 1941 when posted to No.3 EFTS, London; to No.6 SFTS, Dunnville, 14 September 1941. Graduated and commissioned, 5 December 1941. To No.31 GRS, Charlottetown, 22 December 1941. To Eastern Air Command, 2 March 1942. To No.10 (BR) Squadron, 4 March 1942. To No.162 (BR) Squadron, 19 May 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 August 1943. To Iceland, 2 January 1944. Struck off strength of No.162 (BR) Squadron, Iceland, 30 September 1944 on posting to Eastern Air Command, Halifax. Promoted Squadron Leader, 1 October 1944. To No.12 (Communications) Squadron, 22 April 1945. Released 4 September 1945. Rejoined RCAF at Eastern Air Command, Halifax, 27 November 1946 (20362) with rank of Squadron Leader. Struck off strength of No.10 Group, 7 May 1947 on posting to Station Goose Bay. To RCAF Staff College, 3 September 1949. To AFHQ, Ottawa, 31 July 1950. Promoted Wing Commander, 1 September 1951. To Air Defence Command Headquarters, St. Hubert, 8 December 1952. To No.2 Advanced Flying School, Portage la Prairie, 28 January 1956. To No.3 (All Weather) Operational Training Unit, Cold Lake, 2 June 1956. To No.419 Squadron, North Bay, 18 September 1956. Moved with that unit when it moved to No.4 Wing, Europe, 1 August 1957. Promoted Group Captain, 1 December 1958. Posted next day to Air Defence Command Headquarters. To Northern NORAD Headquarters, 1 November 1959. To No.2 (Fighter) Wing, 10 August 1961. Died of natural causes, 29 July 1963 while on duty with No.3 Wing, Zweibrücken (U.S. Army Hospital, Landstuhl); buried at Choloy Military Cemetery, France. Photo PL-39597 is a wartime portrait. Photo PL-128361 is a portrait taken at St. Hubert, 1960.

This officer has, by his untiring effort and devotion to duty, assisted in maintaining a high standard of efficiency and morale in his unit. He has carried out all tasks assigned to him in a very efficient and willing manner.

MACBRIDE, F/L Robert Ernest (J9267) - **Distinguished Flying Cross** - No.162 (Bomber Reconnaissance) Squadron - Award effective 11 August 1944 as per **London Gazette** dated 22 August 1944 and AFRO 2231/44 dated 13 October 1944.

Flight Lieutenant MacBride has a fine record of operational flying. He is a most skilful pilot, fully qualified to fly both land and sea aircraft and has operated from some of the most difficult bases, never allowing adverse weather to deter him from completing his mission. On one occasion while on an anti-submarine patrol this officer sighted a U-boat. Despite intense and heavy anti-aircraft fire he pressed home an excellent attack and the U-boat was probably destroyed.

Notes on Training:

At No.1 ITS he placed second in a class of 159. Courses and marks were: Mathematics (100/100), Armament, Practical and Oral (93/100), Signals (100/100), Hygiene and Sanitation (40/40), Drill (80/100), law and Discipline (60/60). Described as "An exceptional airman. Highly cultured, well-mannered student, possessed with above average intelligence and has an excellent educational background. Conscientious and a hard worker and is determined to succeed. Had made excellent showing in examinations. Recommend for commission."

At No.3 EFTS he flew Finches (23.15 dual, 30.00 solo of which 10.20 on instruments. Also logged ten hours in Link. CFI (H. Wright) wrote "A capable pilot. Slight inferiority complex. Very steady and conscientious. Aerobatics fair, instrument flying good." He placed 6th in a class of 36. Ground school courses as follows: Airmanship (173/200), Airframes (77/100), Aero Engines (75/100), Signals, Practical (94/100), Theory of Flight (70/100), Air Navigation (154/200), Armament, Oral (102/200).

At No.6 SFTS he flew 38.05 dual day, 45.25 day solo, 2.25 night dual, 9.45 night solo plus 20 hours in Link Placed 6th in a class of 71.

Course at No.31 GRS, 29 December 1941 to 28 February 1942 was a navigation course, 31 hours 55 minutes on Ansons. His flying was described thus: "A quiet, steady pupil who has worked hard but is inclined to be slow. With further experience he should be a reliable navigator." Ground School courses were DR Navigation (84/100 and 261/300), Astro Navigation (85/100), Compasses and instruments (114/200), Meteorology (104/200), Signals (80/100), Reconnaissance (180/200), Coding (83/100), Ship Recognition (148/200), Photography (83/100), Visual Signals (Pass). Chief Ground Instructor noted, "This pupil has worked hard throughout the course and has acquired a sound knowledge of G.R. subjects."

Course for Transport Conversion taken 14 May to 5 July 1945. This involved flying in Dakota and Beechcraft aircraft (46.20 day dual, 31.05 day solo, 11.50 night dual, 12.25 night solo. These times included 66.20 instrument flying; also logged 25 hours in Link. **Ground Examinations** in the following: Air Regulations (92/100), Weight and Balance (86/100), Engines

(125/150), Meteorology (128/150), Navigation (176/200), Radio Range and Standard Beam Approach (95/100), Signals, Written (136/150), Signals, Morse (50/50). **Flying Tests** in the following: General Flying (316/400), Applied Flying (158/200), Instrument Flying (197/250), Night Flying (79/100), Link (39/50). Described as "High average pilot. Works hard at his work, should come easier with experience."

His course at No.2 Advanced Flying School, Portage la Prairie, is interesting. It ran from 30 January to 21 May 1956. Subjects and marks as follows: Navigation (192/200), Meteorology (156/200), Flight Procedure (97.5/100), Medical, Safety Equipment, High Speed Flight (140/175), Aircraft Engineering (233/250). He flew 16.40 day dual, 17.20 day solo, 1.30 night dual and 1.30 night solo plus 4.05 IF (day) 25.25 navigation (day) and 18.50 formation (day) for a total of 82 hours 20 minutes. Wing Commander W.M. Middleton assessed him under the following headings:

Academic Training

A very serious, mature officer; although away from formal training for some time he applied himself diligently and made a fine showing on all progress tests and final examinations. Wing Commander MacBride is considered to be outstanding for his perseverance and leadership qualities, and is a credit to the RCAF.

Flying Training

General: Wing Commander MacBride enjoyed flying the T-33 and was very impressed with the aircraft's performance and handling. He was most cooperative and punctual at all times. He showed a very high degree of application while on course. Clear Hood: Well above average and grasped the feel of the air craft very early. Had no problems with any of the sequences that he did not master. Instrument: Usual weakness shown at the start but developed a very nice touch towards the end. High standard in both basic and procedure work, receiving a green rating. Navigation: Flight planning well carried out. Had no troubles in map reading, log keeping, mental DR. Flying ability very good. Formation: Very high average ability shown in both leading qualities and station keeping.

Officer Training

Applied himself well towards the course. Keen at all times to fly and attain a high standing. Much of his spare time was spent increasing his knowledge of the aircraft.

The course at No.3 (All-Weather) Operational Training Unit was 4 June to 10 September 1956. Flying training was on CF-100 (55.50 day, 22.40 night), T-33 (10.30 day) and B-25 (5.00 day). Academic marks as follows: Flight Procedure (100/100), radio Aids (84/100), CF-Con (93.5/100),

Navigation (92.2/100), Meteorology (88.4/100), AC and W (70.2/75), Aircraft Recognition (49/50), AI Technical (96/100), Airmanship (63/75) and Rocketry (80/100). Air Marks were as follows: T-33 Conversion (163.6/200), Instruments (522/600), CF-100 Conversion (169/200) and Crew Training (1,020/1,200). Assessed by W/C Macullitan [?] as follows:

Instrument and Conversion

Wing Commander MacBride completed the instrument phase of his training with above average results. An extremely capable pilot who carries out all instrument requirements with ease and confidence. CF-100 conversion presented no difficulties. Aircraft handling and airmanship were of top-notch calibre.

Crew Training and AI Phase

Wing Commander MacBride and his Obs/AI, F/L Tulloch form an above-average crew. Wing Commander MacBride has done exceptionally well on course. Initially his observer was very weak but, to a large degree as a result of Wing Commander MacBride's patience and encouragement, he was brought along to become an above average AI observer. This officer has an excellent attitude toward all-weather operations. He has constantly worked to learn all he possibly could concerning all-weather interception and has achieved a sound knowledge of the AI requirement. He graduates as a well above average all-weather pilot with no apparent weakness.

Rocketry

Due to the shortage of rocket pods at this unit, this officer did not complete any air rocketry exercises while on course.

General

Wing Commander MacBride has shown outstanding ability as reflected in the marks and standing above. He has put maximum effort into every phase of the course, and his presence here has had a marked influence on the junior course members. He has impressed my staff with his pleasant, efficient, cooperative manner. In my view he will make an excellent Squadron Commander, It has been a pleasure to have Wing Commander MacBride at the OTU.

Sorties: Application for Operational Wing drafted 15 May 1944 and listed the following:

17 March 1942 - No.10 (BR) Squadron - Digby, Newfoundland - OAS (5.30)
3 April 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (9.30)
10 April 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (14.00)
16 April 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (15.15)

20 April 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Search (4.05)
23 April 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Sweep (11.50)
24 April 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Sweep (8.50)
26 April 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Sweep (6.45)
27 April 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Sweep (7.25)
28 April 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (6.25)
30 April 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (10.10)
1 May 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (14.25)
2 May 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Search (5.00)
6 May 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (15.20)
11 May 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (13.35)
14 May 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (1.45)
17 May 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Search (10.00)
18 May 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Search (5.45)
28 May 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Sweep (6.20)
29 May 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Sweep (15.20)
31 May 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Sweep (15.25)
2 June 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Search (16.15)
4 June 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Sweep (2.55)
4 June 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Search (3.30)
6 June 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Sweep (2.30)
9 June 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Sweep (8.00)
14 June 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Sweep (4.25)
16 June 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Sweep (6.25)
22 June 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Sweep (4.20)
23 June 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Sweep (5.35)
25 June 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (17.15)
29 June 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (17.10)
1 July 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (16.40)
8 July 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (16.40)
9 July 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (11.35)
10 July 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Sweep (6.40)
12 July 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (7.25)
14 July 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (3.50)
17 July 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (11.50)
22 July 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (17.35)
24 July 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (16.05)
26 July 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (13.30)
26 July 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (7.10)
29 July 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Sweep (9.00)

19 August 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (3.45)
23 August 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (3.15)
25 August 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - OAS (17.40)
27 August 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Patrol (15.15)
2 September 1942 - No.10 (BR) Detachment - Canso A, Yarmouth - Sweep (3.55)
4 September 1942 - No.117 Squadron - Canso, North Sydney - Patrol (13.30)
9 September 1942 - No.117 Squadron - Canso, North Sydney - Patrol (13.40)
13 September 1942 - No.117 Squadron - Canso, North Sydney - Sweep (8.45)
17 September 1942 - No.117 Squadron - Canso, North Sydney - Patrol (12.45)
24 September 1942 - No.117 Squadron - Canso, North Sydney - Patrol (16.05)
8 October 1942 - No.162 Squadron - Canso A, Yarmouth - Patrol (12.15)
24 October 1942 - No.162 Squadron - Canso A, Yarmouth - Sweep (11.15)
26 October 1942 - No.162 Squadron - Canso A, Yarmouth - IAS (6.40)
29 October 1942 - No.162 Squadron - Canso A, Yarmouth - Sweep (11.20)
3 November 1942 - No.162 Squadron - Canso A, Yarmouth - Search (10.15)
7 November 1942 - No.162 Squadron - Canso A, Yarmouth - Sweep (13.05)
14 November 1942 - No.162 Squadron - Canso A, Yarmouth - OAS (4.10)
22 November 1942 - No.162 Squadron - Canso A, Yarmouth - OAS (7.55)
26 November 1942 - No.162 Squadron - Canso A, Yarmouth - OAS (6.35)
30 November 1942 - No.162 Squadron - Canso A, Yarmouth - OAS (4.05)
6 December 1942 - No.162 Squadron - Canso A, Yarmouth - Search (10.10)
9 December 1942 - No.162 Squadron - Canso A, Yarmouth - Sweep (8.50)
13 December 1942 - No.162 Squadron - Canso A, Yarmouth - Patrol (8.50)
22 December 1942 - No.162 Squadron - Canso A, Yarmouth - Patrol (8.45)
18 March 1943 - No.162 Squadron - Canso A, Yarmouth - Patrol (8.45)
19 March 1943 - No.162 Squadron - Canso A, Yarmouth - Escort (4.45)
21 March 1943 - No.162 Squadron - Canso A, Yarmouth - OAS (14.05)
24 March 1943 - No.162 Squadron - Canso A, Yarmouth - OAS (14.35)
27 March 1943 - No.162 Squadron - Canso A, Yarmouth - OAS (12.55)
30 March 1943 - No.162 Squadron - Canso A, Yarmouth - OAS (5.15)
5 April 1943 - No.162 Squadron - Canso A, Yarmouth - OAS (2.20)
27 April 1943 - No.162 Squadron - Canso A, Yarmouth - OAS (16.05)
29 April 1943 - No.162 Squadron - Canso A, Yarmouth - OAS (19.35)
2 May 1943 - No.162 Squadron - Canso A, Yarmouth - OAS (35 minutes)
5 May 1943 - No.162 Squadron - Canso A, Yarmouth - OAS (8.15)
7 May 1943 - No.162 Squadron - Canso A, Yarmouth - Patrol (10.00)
13 May 1943 - No.162 Squadron - Canso A, Yarmouth - Patrol (10.40)
15 May 1943 - No.162 Squadron - Canso A, Yarmouth - Patrol (12.30)
18 May 1943 - No.162 Squadron - Canso A, Yarmouth - Sub exercise (3.00)
21 May 1943 - No.162 Squadron - Canso A, Yarmouth - Patrol (9.50)

24 May 1943 - No.162 Squadron - Canso A, Yarmouth - Patrol (15.20)
 26 May 1943 - No.162 Squadron - Canso A, Yarmouth - Search (7.05)
 29 May 1943 - No.162 Squadron - Canso A, Yarmouth - Patrol (16.10)
 1 June 1943 - No.162 Squadron - Canso A, Yarmouth - Sweep (11.25)
 4 June 1943 - No.162 Squadron - Canso A, Yarmouth - IAS (5.10)
 6 June 1943 - No.162 Squadron - Canso A, Yarmouth - IAS (9.00)
 6 June 1943 - No.162 Squadron - Canso A, Yarmouth - OAS (7.30)
 9 June 1943 - No.162 Squadron - Canso A, Yarmouth - OAS (12.20)
 11 June 1943 - No.162 Squadron - Canso A, Yarmouth - OAS (11.00)
 14 June 1943 - No.162 Squadron - Canso A, Yarmouth - OAS (7.20)
 14 June 1943 - No.162 Squadron - Canso A, Yarmouth - OAS (7.40)
 17 June 1943 - No.162 Squadron - Canso A, Yarmouth - OAS (14.30)
 19 June 1943 - No.162 Squadron - Canso A, Yarmouth - OAS (16.25)
 22 June 1943 - No.162 Squadron - Canso A, Yarmouth - IAS (2.10)
 24 June 1943 - No.162 Squadron - Canso A, Yarmouth - OAS (13.15)
 2 July 1943 - No.162 Squadron - Canso A, Yarmouth - IAS (4.45)
 2 July 1943 - No.162 Squadron - Canso A, Yarmouth - Patrol (4.45)
 4 July 1943 - No.162 Squadron - Canso A, Yarmouth - Sweep (13.25)
 7 July 1943 - No.162 Squadron - Canso A, Yarmouth - Sweep (6.25)
 9 July 1943 - No.162 Squadron - Canso A, Yarmouth - Patrol (5.25)
 10 July 1943 - No.162 Squadron - Canso A, Yarmouth - Search (3.30)
 16 July 1943 - No.162 Squadron - Canso A, Yarmouth - Patrol (4.00)
 16 July 1943 - No.162 Squadron - Canso A, Yarmouth - Patrol (4.45)
 19 July 1943 - No.162 Squadron - Canso A, Yarmouth - Sweep (15.30)
 28 July 1943 - No.162 Squadron - Canso A, Yarmouth - Sweep (8.10)
 20 August 1943 - No.162 Squadron - Canso A, Yarmouth - Sweep (7.25)
 28 August 1943 - No.162 Squadron - Canso A, Yarmouth - Escort (9.45)
 9 September 1943 - No.162 Squadron - Canso A, Yarmouth - Escort (14.00)
 14 September 1943 - No.162 Squadron - Canso A, Yarmouth - Patrol (14.25)
 17 September 1943 - No.162 Squadron - Canso A, Yarmouth - Search (8.20)
 20 September 1943 - No.162 Squadron - Canso A, Yarmouth - Patrol (13.50)
 28 September 1943 - No.162 Squadron - Canso A, Torbay - Patrol (14.45)
 2 October 1943 - No.162 Squadron - Canso A, Torbay - Escort (12.25)
 1 March 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (10.05)
 7 March 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (7.55)
Total: 119 sorties, 1,154.20 operational hours.

Application for Bar to Operational Wings drafted 26 September 1944 and listed the following
 (note one overlapping sorties and one sortie not listed on second application:

1 March 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (10.05)
3 April 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (14.25)
11 April 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (15.10)
15 April 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (13.45)
23 April 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (13.10)
25 April 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (13.50)
14 May 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (8.05)
16 May 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (13.40)
28 May 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (7.40)
29 May 1944 - No.162 Squadron - Canso A, Scotland - Sweep (12.20)
31 May 1944 - No.162 Squadron - Canso A, Scotland - Sweep (14.30)
2 June 1944 - No.162 Squadron - Canso A, Scotland - Sweep (16.25 - U-Boat)
4 June 1944 - No.162 Squadron - Canso A, Scotland - Sweep (9.00)
6 June 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (6.30)
15 June 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (7.00)
16 June 1944 - No.162 Squadron - Canso A, Scotland - Sweep (14.00)
20 June 1944 - No.162 Squadron - Canso A, Scotland - Sweep (11.20)
23 June 1944 - No.162 Squadron - Canso A, Scotland - Sweep (12.25)
24 June 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (8.10)
29 June 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (8.35)
30 June 1944 - No.162 Squadron - Canso A, Scotland - Sweep (13.50 - U-Boat)
14 July 1944 - No.162 Squadron - Canso A, Scotland, Close Escort (9.10)
22 July 1944 - No.162 Squadron - Canso A, Scotland - Sweep (14.10)
24 July 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (10.15)
4 August 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (16.50)
5 August 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (14.55)
7 August 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (13.20)
10 August 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (13.55)
12 August 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (13.25)
2 September 1944 - No.162 Squadron - Canso A, Reykjavik - Sweep (13.05)
Total: 30 sorties: 361.00 operational hours

Assessments: The following are excerpts from a variety of complementary assessments:

This officer stands out in all respects. He is capable, efficient and does an excellent job of work at all times. [Wing Commander C.G.W. Chapman, No.162 Squadron, 12 August 1944].

Wing Commander MacBride is an enthusiastic and skilled flyer who is the first off and the last down when weather conditions are marginal. His clean-cut, very

tidy appearance and bearing honestly reflect the generally above average attributes of Wing Commander MacBride. Special inspections of the CF-100, and below limits weather, have retarded the rate at which the squadron [No.419] is becoming acclimatized to its new environment. However, through leadership and supervision, Wing Commander MacBride has maintained a high degree of morale and enthusiasm within his unit. His domestic and private affairs appear to be quite satisfactory. Both he and Mrs. MacBride attend Mess functions. [G/C R.W. McNair, 4 Fighter Wing, 10 February 1958].

Wing Commander MacBride has, by personal example, developed and maintained a very high standard of operational capability in his squadron [No.419]. In the rare instances of relatively unsatisfactory circumstances within the squadron he has promptly and effectively corrected the lapse of his subordinates. The slight impediment in his speech is of little consequence and is never apparent during flying operations. Wing Commander MacBride would make an excellent Commanding Officer of any type of unit involved in flying. His previous experience, plus the current tour as Commanding Officer of an operational squadron provides really sound qualifications for appointment to appropriate staff positions. {G/C R.W. McNair, 4 Fighter Wing, 14 November 1958},

Note: In a list of aircraft flown as of December 1957, he reported he had flown 3,703 hours 40 minutes in his career, including the following: Fleet (65 hours), Yale (25), Harvard (165), Anson (20), Canso "A" (1,950), Expeditor (463), Dakota (185), Norseman (20), Lockheed (45), T-33 (414) and Cf-100 (414) plus 38 hours on miscellaneous aircraft.

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MacBRIEN, G/C William Ross (C173) - **Officer, Order of the British Empire** - No.127 Wing - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born in Camberley, England, 23 August 1913; moved with family to Canada, 1920. Educated in Ottawa at Ashbury College; later attended Royal Military College. Commissioned in RCAF, 1935. Instructed at Camp Borden and Trenton, 1937-1939; CFI at No.2 SFTS, 1941-1942. Went overseas in October 1942 and assumed command of successive Canadian fighter wings. In 1945 appointed Director of Operational requirements, AFHQ. Attended National War College, Washington, 1946-47. In 1948 became first RCAF member of Directing Staff, National Defence College, Kingston. August 1948, headed planning staff forming Air Defence Group; October 1949 named Commander, Air Defence Group on its move to St.Hubert. In August 1951 he was appointed Chief Staff Officer, Air Defence Command. Went overseas in April 1953 as Chief of Staff, 4th Allied Tactical Air Force. Awarded Queen's

Coronation Medal, 1 October 1953 (Air Commodore, No.1 Air Division). Returned to Canada, July 1956; August 1958 promoted to Air Vice-Marshal and made AOC Air Defence Command. Promoted to Air Marshal, September 1962 and assigned to SHAPE. July 1966 appointed Vice Chief of Defence Staff, CFHQ. Retired from RCAF, 5 November 1969. Died in Ottawa, 1986. RCAF photo PL-19721 (ex UK-5520 dated 11 October 1943) shows G/C W.R. MacBrien (left) conducting visitors to an RCAF Spitfire wing, namely Air Marshal Harold Edwards, Mr. W.P. Bickell (left middle, Toronto) and Mr. Ralph Bell (Ottawa, Director of Aircraft Production for Canada). RCAF photo PL-19887 (ex UK-5457 dated 7 October 1943) shows three officers with a Sherman tank - W/C Mannifrank Brown (Winnipeg, described as former bush pilot), W/C Hugh Godefroy (Toronto) and G/C W.R. MacBrien (Ottawa). RCAF photo PL-28555 (ex UK-8461 dated 8 March 1944) shows him with Spitfire. No citation to OBE in Canadian sources; Public Records Office Air 2/8872 has recommendation.

Group Captain MacBrien is at present serving as commander of a Canadian Spitfire wing, which he has supervised extremely well during the swift advance from the Normandy bridgehead to an airfield in Holland. He has always displayed great energy and enthusiasm and his Wing has recently produced exceptional results in air combat against the enemy. Previously he served as a Sector Commander during the planning and preparation for the landings in Normandy on D Day and during the immediate assault period. The exceptional efficiency of the Wings serving under him, both on the ground and in the air, has been a tribute to his leadership. Both as a Sector Commander and as commander of a Wing, Group Captain MacBrien has done much to assist in the operations since D Day.

MacBRIEN, G/C William Ross, OBE (173) - **Croix de Guerre with Silver Star (France)** - Award as per AFRO 485/47 dated 12 September 1947. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Group Captain MacBrien rendered distinguished service in the European theatre of operations as Commanding Officer of a Fighter Wing of the 2nd Tactical Air Force which was one of the first Air Force units to operate from Normandy upon the landings of the Allied Forces.

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MacCALLUM, Corporal (now Sergeant) James Edgar (R72513) - **Commended for Valuable Services in the Air** - No.8 SFTS - Award effective 5 May 1944 as per **Canada Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 9 October 1918. Home in Southport, Prince

Edward Island; enlisted in Charlottetown, 22 August 1940 for aircrew. To No.1 BGS, 30 September 1940; ceased training 3 November 1940 and reclassified as General Duties, 15 November 1940. To No.1A Manning Depot, 13 December 1940. To No.9 SFTS, 20 January 1941. Promoted AC1, 1 March 1941. Promoted LAC, 1 June 1941. To Detachment "F", 10 October 1941. To No.8 SFTS, 30 June 1942. Reclassified as Carpenter, 27 April 1943. Promoted Corporal, 1 August 1943. Promoted Sergeant, 1 December 1943. To Suffield, 28 June 1944. To "Y" Depot, 28 September 1944. Taken on strength of No.3 PRC, 4 October 1944. Promoted Flight Sergeant, 1 May 1945. Dates of repatriation and release unknown. Rejoined 2 April 1952 as a Flight Cadet (46555) and subsequently commissioned in Supply Branch, 30 May 1952. Flight Lieutenant as of 1 July 1956.

This airman displayed initiative, resourcefulness and outstanding devotion to duty, with complete disregard of personal safety, when he entered a Motor Transport garage in the face of flames and smoke and attacked a fire which had almost enveloped a refuelling tender. He succeeded in getting the fire under control by the time help arrived. Had he not acted with outstanding speed and determination, an explosion and consequent fire of unpredictable proportions endangering lives and equipment was imminent.

* * * * *

MacCAUL, G/C Donald Harvey (C76) - **Mention in Despatches** - No.4 RD - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Sault Ste. Marie, 22 December 1904. Home in Thessalon, Ontario. Educated at Trinity College (Port Hope) and RMC; as a student at RMS he was considered as a cadet nominee for the RAF. Enlisted in RCAF in Kingston, Ontario, 17 June 1925 as Pilot Officer. Attended Queen's University and RMC. Promoted Flying Officer, 17 June 1926. At Camp Borden, October 1925 to July 1926. Awarded pilot's flying badge, 26 April 1926. At High River, July to September 1926 (fire detection patrols). Under instruction at camp Borden, September 1926 to February 1927 (courses in Army Cooperation, Photography and Air Navigation). Seaplane training course at Vancouver, February to April 1927. On strength of Station Ottawa, April to November 1927 (photographic operations). On strength of Camp Borden, January 1928 to April 1929 (flying instructor until crash which blinded him in left eye leading to restricted flying). At AFHQ, October 1929 to April 1931 (staff duties, Personnel Branch); promoted Flight Lieutenant, 1 April 1930. At Camp Borden, April to October 1931 (Adjutant to Flying Training Wing). Attended Queen's University on leave, winter 1931-32 (Bachelor of Science). At Ottawa, April 1932 to April 1933 (attached to Aeronautical Engineering Laboratories, National Research Council). At No.1 Aircraft Depot, April 1933 to September 1934 (Chief Works Officer). Attended Staff College, RMC, Kingston, September 1934 to January 1935 (passed preparatory exam for RAF Staff College). At RAF Station Henlow, August 1935 to June 1937 (specialist Engineering course).

At Portsmouth, June to November 1937 (Specialist Torpedo engineering course). At Aircraft Depot, Ottawa, January 1938 to March 1939 (Chief Works Officer; promoted Squadron Leader, 1 April 1938). To No.3 Repair Depot, Vancouver, March 1939. Promoted Wing Commander, 1 May 1940. At AFHQ, August 1940 to April 1941 (Engineering staff work, Director of Technical Maintenance). Wing Commander as of 1 May 1940. To No.1 Training Command, 6 April 1941. Promoted Group Captain, 1 April 1942. To RCAF Overseas, 10 April 1942; to RCAF Overseas Headquarters, 14 April 1942. Reported to have served in Bomber Command Headquarters and No.6 Group. Returned to Canada, 24 February 1943. To No.2 Training Command Headquarters (Winnipeg), 25 March 1943. Became Commanding Officer, No.4 Repair Depot, Scoudouc, 20 November 1944. To Scoudouc, 14 July 1945. To Air Material Command Headquarters, 1 November 1945. Remained in postwar RCAF. To No.10 Repair Depot, 18 November 1949. Appointed Commanding Officer, No.6 Repair Depot, 6 July 1951. Awarded Queen's Coronation Medal, 23 October 1953, while CO of No.6 Repair Depot, Trenton. To AFHQ, 19 August 1955 for duties as Air Attache, Warsaw. To Ottawa, 19 August 1958. Retired 29 October 1959. Died in Langley, British Columbia, 25 September 1984 as per British Columbia Vital Statistics.

This officer is a Regular Officer of twenty years service who, due to a flying accident, has held a restricted flying category for some time. He is an Engineering Officer and has devoted most of his service to this speciality. He has served as Senior Engineering Officer at various command headquarters, one year on attachment with the Royal Air Force overseas, and latterly as Commanding Officer of No.4 Repair Depot. With his varied background and engineering knowledge, he has applied himself with a quiet, unassuming, but thoroughly efficient manner to the work assigned to him. As a station commander he is well above average. Although his work, by its nature, could not be spectacular it has been thorough, exacting, painstaking throughout.

This was based on a recommendation raised by Air Commodore Stewart, September 1945, which read:

Group Captain MacCaul is a Regular Officer of twenty years service who, due to a flying accident, has held a restricted flying category for some time. He is an Engineering Officer and has devoted most of his service to this speciality. During this war he has served as Senior Engineering Officer at various command headquarters, one year on attachment with the Royal Air Force overseas, and latterly as Commanding Officer of No.4 Repair Depot. With his varied background and engineering knowledge, he has applied himself with a quiet, unassuming, but thoroughly efficient manner to the work assigned to him. As a station commander he is well above average. Although his work, by its nature, could not be spectacular it has been thorough, exacting, painstaking throughout

and well worthy of recognition in the form of Mention in Despatches.

Aircraft Accident: Moth No.82, 6 April 1929 at Camp Borden, Flying Officer D.H. MacCaul (seriously injured) and civilian pupil J.W. Aubrey (St.Catharines, Ontario) killed. Flight Sergeant G. Gorrill got MacCaul out of wreck. His own statement was as follows:

Mr. Abray was my pupil on the Flying Instructors Course. I had instructed him several times on the various ways of getting inadvertently into a spin and how to get out of it. He mastered this quite satisfactory [sic] and at no time did he express any anxiety to me on the danger of going into a spin. About a week previous to the accident he almost went into a spin unintentionally and I gave him more instruction, demonstrating the great danger if he lost speed on a gliding turn. He said he understood this, after which he did many satisfactory gliding turns when flying solo.

On the morning of April 6th, 1929, I was giving him instruction on forced landings and he was tending to get too far over his mark, necessitating steep turns near the ground. I told him about this and made one approach myself to show him how to do it. Then I told him to do the same himself. This time he made the same mistake, being consistently too far above his mark at 300 feet.

I then leaned forward to tell him about this. The speaking tube was fixed in such a position that I could see very little of what the aeroplane was doing. He then started a left hand turn to get away from his mark again while I was still talking to him. He must have stalled on the turn as the next thing I knew was, we were in a left hand spin. I immediately took over the controls to bring the aircraft out, but found that he had "frozen" to the controls and I could not move them.

I then yelled at him to let go but he did not slacken up his grip until we were about 75 feet from the ground, when I was able to move the rudder slightly, and the machine started to slow up in its spin. I did not have time to bring it out altogether, and I think we hit in a very slow spin.

Court recommended abolition of fixed speaking tubes. "If fixed in a central position they are a danger in crashes and if fixed to one side, as now in the Moth, they cause the instructor to sacrifice his view when leaning over to speak."

In view of this accident, the following reports bear noting. On 10 September 1930, F/L N.C. Ogilvie-Forbes wrote:

On September 8th I tested this officer in Gypsy Moth 160. During thirty minutes flying he took off seven times and made seven landings and approached including three forced landings on the aerodrome. His judgement in approaching and his landings were all good and I consider that he is in every way capable of flying solo.

In a report dated 18 September 1930, F/L D.A. Harding wrote:

This officer was given a flying test by me at noon on the 17th September. The weather rather uncertain with high and gusty wind making it difficult to judge distance when landing. Flying Officer MacCaul, however, carried out the Sequence of Flying in a satisfactory manner.

It is also worthy of note that on instruction he flew from the front seat without the use of instruments and for the first time in many months. This change of pace did not alter his judgement and he continued to fly in usual good form - no faults being noted.

I consider that in every flying aspect of aircraft handling Flying Officer MacCaul is capable.

This was followed almost at once by a test by F/L A. De Niverville (19 September 1930) in Avian 129; conclusion was, "This officer flies quite well, although there is room for improvement in certain sequences. This is due, undoubtedly, to his being away from active flying for some time. I consider that he is a perfectly safe pilot and that as far as flying ability is concerned, he is quite fit to fly solo again."

In May 1935, G/C E.W. Stedman wrote about MacCaul. He recommended that he be steered towards Engineering rather than Experimental work, the chief factor being concern for a one-eyed pilot and the need not to strain excessively his remaining eye.

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MacDIARMID, P/O James Kenneth (J88293) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 20 March 1921 in Ottawa; educated at Glasham Public School, 1927-1935 and Glebe Collegiate, 1935-1939; home in Ottawa. Worked for Ottawa Journal (office boy, three months), Lewis Motors (book keeper, 1939-40), J.R. Booth (time keeper, 1940-1941) and Frost and Woods, (electric welder in Smiths Falls, 1941-1942); in Ottawa, 1 July 1942. To No.5 Manning Depot, 6 July 1942. To Rockcliffe, 28 August 1942. To No.6 ITS, 24 October 1942;

graduated and promoted LAC, 30 December 1942 but not posted to No.12 EFTS until 26 January 1943; to No.1 SFTS, 3 April 1943; ceased training and posted to No.1 Manning Depot, 18 June 1943; to AFHQ, 5 July 1943; to No.1 Air Gunner Ground Training School, 9 July 1943; to No.9 BGS, 21 August 1943; graduated and promoted Sergeant, 1 October 1943. To "Y" Depot, 15 October 1943; taken on strength of No.3 PRC, Bournemouth, 21 October 1943; embarked from Halifax, 22 October 1943; disembarked in Britain, 30 October 1943. To No.82 OTU, 23 November 1943. To No.61 Base, 24 March 1944. Detached to Dalton Battle School, 24 March to 12 April 1944. Detached to No.1661 Conversion Unit, 12 April to 6 May 1944. To No.429 Squadron, 6 May 1944. Commissioned 9 July 1944. Attached to Dalton, 24 November 1944. To No.1659 Conversion Unit, 13 December 1944 as gunnery instructor. While there attended a course on night vision and also cine assessing. Promoted Flying Officer, 9 January 1945. Attached to Empire Air Armament School, Manby, 14 January 1945. Appears to have been further attached to Finningly, 19-24 March 1945. Attached to Empire Air Armament School, 10-15 June 1945. Repatriated 13 August 1945. Retired 1 October 1945. Died in Ottawa, 22 October 1991 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of December 1991/January 1992. DFC presented by Governor General at Government House, 7 November 1949. Photo PL-48166 shows him after investiture with his sister, Miss M. MacDiarmid. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty". DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 18 December 1944 when he had flown 32 sorties (160 hours 30 minutes), 19 May to 1 November 1944.

This officer, as an air gunner, has completed a tour of 32 attacks on enemy targets, many of which have been against the heavily defended targets of Germany. He has at all times shown a notable keenness for his work, both in the air and on the ground, and has assisted in the instruction of the rest of the gunners of the squadron. His cheerfulness and devotion to duty have been outstanding and often by his unfailing watchfulness he has been able to warn his captain of impending attacks by enemy aircraft in time to take evasive action, avoid combat and continue on his mission.

The sortie list was as follows:

19 May 1944 - Le Clipon (4.05)
22 May 1944 - Le Mans (5.15)
27 May 1944 - Bourge Leopold (5.10)
7 June 1944 - Acheres (4.50)
10 June 1944 - Versailles (5.25)
14 June 1944 - Cambrai (4.00)
15 June 1944 - Boulogne (4.10)

16 June 1944 - Sautrecourt (4.00)
21 June 1944 - Oisemont de Bois (4.40)
24 June 1944 - Bonnetot (4.10)
25 June 1944 - Gorenflos (4.00)
27 June 1944 - Wizernes (3.35)
4 July 1944 - Villeneuve St. Georges (5.35)
6 July 1944 - Siracourt (4.05)
30 July 1944 - Amaye sur Seulle (4.10)
27 August 1944 - Marquis (3.30)
28 August 1944 - Gardening, La Rochelle (6.35)
6 September 1944 - Emden (4.40)
10 September 1944 - Le Havre (4.00)
13 September 1944 - Sea search (4.35, no sortie)
17 September 1944 - Boulogne (3.55)
20 September 1944 - Calais (3.15)
24 September 1944 - Calais (3.55)
6 October 1944 - Dortmund (6.25)
9 October 1944 - Bochum (6.15)
14 October 1944 - Duisburg (4.500)
14 October 1944 - Duisburg (5.35)
15 October 1944 - Wilhelmshaven (4.35)
21 October 1944 - Hanover (3.20, recalled)
23 October 1944 - Essen (5.25)
25 October 1944 - Homburg (5.00)
28 October 1944 - Cologne (5.45)
30 October 1944 - Cologne (6.200)
1 November 1944 - Oberhausen (5.25)

Notes: On repatriation form dated 2 August 1945 he stated he had flown 31 sorties (153 operational hours, the last on 2 November 1944) plus 173 non-operational hours. Types experienced overseas were Wellington Ic (89 hours five minutes), Halifax II and V (45.15) and Halifax III (191.50).

Assessed at No.429 Squadron, 21 December 1944 when he had flown 347 hours 30 minutes (223.35 in past six months) - "Keen and reliable and a well disciplined officer of pleasant nature; has been recommended for instructor duties." (S/L A.F. Childs).

Training: Interviewed in Ottawa, 11 March 1942. Personnel Officer (F/O D.H. Morrow) wrote, "Educational standing satisfactory for Pre-Enlistment Aircrew course. Shows average ability to learn indicating good chance of success in training. Personal background good - electric

welder.” Interviewing Officer (F/L D.R. McClelland) wrote, “Appears reliable. Interested in becoming pilot. Neat, clean-looking chap. Should be successful in aircrew.’

Course at No.6 ITS was 26 October to 30 December 1942. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas, Armament (written and practical), Aircraft Recognition, Drill, Signals (written and practical) and Meteorology. Scored 768 points out of possible 1,050. Placed 96th in a class of 122. “A quiet, cheerful airman who gives indications at times of a slight inferiority complex, but overcomes that with strong undercurrent of enthusiasm. Second aircrew recommendation - Air Bomber.”

Course at No.12 EFTS was 25 January to 26 March 1943. Tiger Moth aircraft - 29 hours day dual (12.30 dual to first solo), 24.20 day solo, two hours night dual. Was 7.45 on instruments. Logged ten hours in Link Trainer. Ground courses in Navigation, Airmanship, Armament (practical and oral), Aircraft Recognition and Signals (written). Scored 482 points of a possible 700. Placed 29th in a class of 31. “Link Mark 70 percent. Had a little trouble getting started but progressed in about average manner, Very good on instruments and spins. Average on other sequences. Airmanship and checks are a good average.” (S/L H.S. King).

At No.1 SFTS, 25 January to 26 March 1943. Flew Harvards - 51.55 day dual (5.15 dual to first solo), 41.25 day solo, 2.55 night dual. Was twelve hours in formation, 14.35 on instruments, and logged 19 hours in Link. “This student lacks ability as a Pilot Navigator. Attitude and service spirit is good. This student is remustered to Air Gunner.:

Course at No.9 BGS was 23 August to 1 October 1943. Battle aircraft (21 hours 20 minutes) Fired 445 rounds on 25-yard range, 400 rounds air-to-ground and 2,875 rounds air-to-air (3.5 percent hits). Exposed two cine films, Ground courses in Guns, Pyrotechnics and Ammunition, written (146/200), Guns, practical (83/100), Sighting (205/250), Turrets, practical (144/200), Aircraft Recognition (134/150) and Signals (85/100). Placed 22nd in a class of 122. “Good student, willing to cooperate. States what he means clearly and has sufficient self-assurance. Able to provide good leadership.”

Course at No.82 OTU was 23 November 1943 to 7 March 1944. Wellington I aircraft - 48 hours 45 minutes by day, 40.20 by night. These included 10.10 on Fighter affiliation. Air Work assessed as follows - completed ten Cine Camera exercises (5/10), Air-to-Sea Air Firing Exercises (four by day, four by night), Air-to-Air Firing Exercises (one by day); Self-Tow Exercises (three by day, three by night). Ground work graded as follows - Aircraft Recognition and Range Estimation (132/200), Guns (188/200), Reporting, Fighting Control (148/200), Sighting including practices on GTST (132/200) and Turrets, drill and components (152/200). “Keen, good worker. Discipline good.”

Course at No.1666 Heavy Conversion Unit was 12 April to 5 May 1944. Graded in Sighting (87 percent), Browning Guns (88 percent), Gunnery (88 percent), involved in Air-to-Air Firing (twice) and Fighter Affiliations (twice). "A keen, conscientious Gunner. Quiet and unassuming yet very efficient." (F/L R.J. Wagner).

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MacDONALD, F/L Aeneas Murdock (J36974) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 30 March 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 16 April 1919 in Toronto; home there (telephone craftsman); enlisted there 22 July 1942. Granted Leave Without Pay until 26 October 1942 when posted to No.1 Manning Depot. To No.3 Flying Instructor School, 21 January 1943. To No.5 ITS, 6 February 1943; graduated 17 April 1943 and posted to No.10 EFTS; to No.3 SFTS, 26 June 1943; graduated and commissioned 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, 15 November 1943. Promoted Flying Officer, 15 April 1944. Repatriated 14 April 1945. Retired 19 June 1945. RCAF photo PL-42302 (ex UK-19277 dated 9 March 1945) shows two Toronto fliers who have recently completed their tour - F/L A.M. MacDonald (pilot, left) and Flight Sergeant K.M. Mason (left, rear gunner). DFC presented 22 November 1948. Employed postwar by Bell Canada. Died in Ancaster, Ontario, 21 September 2004.

This officer has displayed the highest standard of skill and determination. He has completed very many sorties including a number of minelaying missions. In December 1944, Flight Lieutenant MacDonald was detailed for a minelaying operation in distant enemy waters. In spite of adverse weather at the commencement of his flight, this officer showed the greatest determination to complete his mission successfully.

The original submission dated 20 January 1945 is in DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627) when he had flown 27 sorties (150 hours 15 minutes); no sortie list:

On December 24th, 1944, Flight Lieutenant MacDonald was detailed for a mining sortie in the Oslo area. Take off conditions for this operation were extremely poor with visibility lowering to about 300 yards. In spite of these difficult circumstances Flight Lieutenant MacDonald made a successful take-off and laid his mines in the allotted area. This officer is captain of a specially selected crew for the carrying out of gardening sorties and has always completed his missions successfully in the face of the utmost difficulties and extremely poor flying conditions. On several occasions, when tactics required gardening aircraft to fly at low level, thereby making them particularly vulnerable to even light flak guns,

this captain, with his wonderful spirit and forcefulness of purpose, has set an inspiring example by pressing hom his attack and successfully completing his mission.

It is considered that this officer's exceptionally fine operational record, his fortitude and devotion to duty fully merit the immediate award of the Distinguished Flying Cross.

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MACDONALD, F/L Alastair Ian (J10111) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Vancouver, 25 September 1919; home in Vancouver (officer clerk); enlisted there 17 September 1940 for General Duties. To No.4 EFTS, 30 September 1940. Promoted AC1, 17 December 1940. Promoted LAC, 17 March 1941. To No.12 SFTS, 16 May 1941. Remustered to aircrew (reverting to AC2), 14 July when posted to No.2 ITS; graduated and promoted LAC, 31 August 1941 when posted to No.19 EFTS; graduated 24 October 1941 and posted next day to No.13 SFTS; graduated and commissioned, 16 January 1942. To Trenton, 28 February 1942. To No.10 SFTS to instruct, 2 May 1942. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 28 March 1943. To RAF overseas, 15 May 1943; disembarked 24 May 1943. To No.15 (Pilots) AFU, 3 August 1943. To No.50 Group, 14 September 1943. Attached to No.1 Beam Approach School, 14-21 September 1943. To No.22 OTU, 19 October 1943. To No.61 Base, 14 December 1943. Attended No.6 Group Battle School, 14-19 December 1943. Promoted Flight Lieutenant, 16 January 1944. Attached to No.1664 Conversion Unit, 18 January to 11 February 1944. To No.429 Squadron, 11 February 1944. To No.1666 Conversion Unit, 19 August 1944. Repatriated 18 June 1945. To Debert, 19 June 1945. To Halifax, 13 October 1945. To Eastern Air Command Headquarters, 16 December 1945. To No.1 Composite Training School, 2 January 1946. To No.3 Release Centre, 21 February 1946. Retired 5 March 1946. RCAF Auxiliary (58669), 14 October 1952 to 23 October 1953 (Fighter Controller, No.2442 Aircraft Control and Warning Squadron, Vancouver). Army Cadet Services Officer, 1 September 1961 to 1 November 1962. Medal sent by registered mail, 2 May 1947. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated approximately 20 July 1944 when he had flown 32 sorties (163 hours 20 minutes), 15 February to 12 July 1944.

This pilot has taken part in thirty-two attacks on enemy territory and throughout his tour of operations has shown a determination to carry out his duty and an offensive spirit which is outstanding. He has shown a cheerful disregard of danger and a determination to do his duty in spite of opposition, all of which has

been a great inspiration to his crew. It is considered that this fine example of devotion to duty and tenacity of purpose full merit the award of the D.F.C.

The sortie list was as follows:

15 February 1944 - Berlin (7.30)
19 February 1944 - Leipzig (7.55)
2 March 1944 - Matin les Berceaux (5.05)
15 March 1944 - Stuttgart (7.00)
18 March 1944 - Frankfurt (5.50)
30 March 1944 - Nuremberg (8.30)
9 April 1944 - Villeneuve St. George (6.00)
10 April 1944 - Ghent (3.50)
18 April 1944 - Le Bourget (4.50)
20 April 1944 - Lens (4.45)
22 April 1944 - Dusseldorf (5.15)
24 April 1944 - Karlsruhe (6.35)
27 April 1944 - Aulnoye (4.50)
30 April 1944 - Somain (4.20)
1 May 1944 - St. Ghislain (4.10)
10 May 1944 - Ghent (4.05)
11 May 1944 - Boulogne (3.35)
19 May 1944 - Le Clipon (3.15)
24 May 1944 - Aachen (4.30)
27 May 1944 - Bourg Leopold (5.40)
31 May 1944 - Au Fevre (4.00)
5 June 1944 - Merville (4.30)
6 June 1944 - Conde sur Noireau (5.20)
15 June 1944 - Boulogne (4.10)
17 June 1944 - Oisemont (4.45)
21 June 1944 - Oisemont (4.10)
25 June 1944 - Gorenflos (4.00)
27 June 1944 - Wizernes (4.05)
28 June 1944 - Metz (7.10)
4 July 1944 - Villeneuve St. George (6.10)
6 July 1944 - Siracourt (3.50)
12 July 1944 - Acquet (4.10)

Training: Course at No.2 ITS was 15 July to 15 August 1941. Courses in Mathematics (71/100), Armament, practical and oral (86/100), Signals (92/100), Hygiene and Sanitation (36/40), Drill

(77/100), Law and Discipline (50/60), Link (70 percent). Placed 90th in a class of 224. "This lad is aggressive, has plenty of initiative, is quick and keen to make good but is not very mature for his age."

Course at No.19 EFTS was 1 September to 24 October 1941. Tiger Moth aircraft (31.45 dual, 29.25 solo including 9.50 on instruments). Logged 13.15 in Link. "Average, apt to be under confident, no bad flying habits, keen to fly." (W.J. McFee, CFI). Ground courses in Airmanship (170/200), Airframes (83/100), Aero Engines (95/100), Signals, practical (96/100), Theory of Flight (72/100). Air Navigation (155/200), Armament, oral (171/200), Officer Material (169/200). Placed 11th in a class of 61. "This is a very bright pupil as a reference to the above set-out record in Ground School shows. He is also a merry man and enjoys life. His department was good." (Bjarni Stefannson, CGI).

Course at No.13 SFTS was 27 October 1941 to 16 January 1942. Harvard aircraft (47.10 day dual, 39.35 day solo, 3.20 night dual, 8.40 night solo). Of this, 23.05 on instruments. Logged 20 hours in Link. "Only average ability in flying but seems to try hard. Over-controls badly." Ground courses in Airmanship and Maintenance (151/200), Armament, written (79/100), Armament, practical (79/100), Navigation (120/150), Meteorology (47/50), Signals, written (46/50) and Signals, practical (60/100). "Above average in Ground Instruction School. Clever, has a mind of his own." Placed tenth in a class of 48.

On completion of Central Flying School instructor course (2 May 1942) it was noted he had flown the following on course -Single Engine Elementary type, 17.40 day dual, 9.45 day solo; Single Engine Advanced type, 9.55 day dual, 2.00 night dual, 12.30 day solo, 1.00 night solo; Twin Engine Advanced type, 16.55 day dual, 1.00 night dual, 17.50 day solo, 1.00 night solo. "A good average pilot with good knowledge of sequence. Has a convincing manner of delivery and is a conscientious worker." (P/O W.F. Borrett). Ground training in Airframes (60/100), Engines (76/100), Airmanship (60/100), and Air Navigation (79/100). The Chief Ground Instructor was F/L G.P. Silke. Tested on a Cessna, 1 May 1942 and assessed under the following headings - Sequence (very good), Voice (good), Manner (interesting), Ability to Impart Knowledge (very good), Ability as Pilot (capable, steady). "Flies and demonstrates in a very convincing manner. Should do very well with experience." (S/L J.C. Mirabelli).

Course at No.15 (Pilots) AFU was 27 August to 19 October 1943. Oxford aircraft (3.10 day dual to first day solo, total 16.45 day dual, 18.45 day solo (4.40 in formation by day), 1.30 night dual to first night solo, 11.20 total night dual, 13.45 night solo including 10.10 night formation which was unusual. Also logged 12.05 in Link. Graded as follows on flying tests - General Flying (270/400), Applied Flying (135/200), Instrument Flying (180/250), Night Flying (65/100) and Link (35/50). "Had a little trouble to start with his approach and landing. Improved rapidly to good

average all around. Instrument flying has been above average throughout. An excellent leader and extremely capable as captain of aircraft.”

Course at No.22 OTU was 20 October to 14 December 1943. Wellington III aircraft (4.40 day dual to first day solo, total 5.30 day dual; 5.10 day as second pilot, 10.40 day as captain; 2.35 night dual; 2.15 night as second pilot, 5.35 night as captain). Logged 6.30 on Link. Graded as follows on flying tests - General Flying (325/400), Applied Flying (170/200), Instrument Flying (200/250), Night Flying (75/100) and Link (38/50). Ground courses in Airmanship (225/300), Armament (245/300), Meteorology (70/100), Navigation (170/200), Signals (84/100). “This ex-instructor (AFU trained) has trained here without a crew and can only be assessed as a pilot. He is exceptionally good and has a lot of experience. Flies well and shows a lot of promise towards captaincy. The makeshift crews with which he has flown have all been captained well by him. Strongly recommended for Path Finder Force.”

Course at No.1664 Conversion Unit was 19 January to 10 February 1944. Flew 20 hours 40 minutes on course. “An ex-instructor who can only be assessed on circuits. His general flying is very good but it took a little time to get his landings taped. Should with more experience make a good captain.” (S/L H.V. Peterson, “C” Flight instructor). This assessment is puzzling given the following list of his exercises and flying times as No.1664 Conversion Unit - 1. Familiarization (30 minutes dual); 2. Dual Circuits and Bumps (2.00 dual); 3. Dual Circuits and Bumps , Overshoots (2.00 dual); 4. Dual, Three Engine Flying (30 minutes, before solo); 5. Solo, Circuits and Bumps (55 minutes); 6. Dual Check Including Overshoot (1.00 dual); 7. Solo, Circuits and Bumps, Three-Engine Flying (1.30 solo); 8. Solo, Circuits and Bumps, General Flying, Bomb Aimer Practice (1.30 solo); 9. Dual, Three Engine Landings and Overshoots, Two Engine Flying (1.40 dual); 10. Solo, Complete Crew, Air to Sea, Bombing, W/T Practice, GEE and map-reading (apparently on curriculum but not done as no times are listed); 11. Solo, Complete Crew, Air to Air, 16,000 foot climb, General Flying (apparently on curriculum but not done as no times are listed); 12. Dual, Complete Crew, Fighter Affiliation, Air-to-Sea (40 minutes dual); 13. Complete Crew, Fighter Affiliation (1.00 solo); 14. Solo, Complete Crew, Air-to-Air, Bombing (apparently on curriculum but not done as no times are listed); 15. Dual, Night Circuits and Bumps (3.00 dual); 16. Solo, Night Circuits and Bumps (4.25 solo); 17. Solo, Full Crew, Day Cross Country (apparently on curriculum but not done as no times are listed); 18. Solo, Full Crew, Night Cross Country, Night Bombing (apparently on curriculum but not done as no times are listed); 19. Full Crew, Night Cross Country (apparently on curriculum but not done as no times are listed). “Extra night flying due to runway being blocked for two years. General flying very good but hasn’t got his landings down to perfection.”

Notes: Application for operational wing dated 11 August 1944 stated he had flown 38 sorties (190 hours 35 minutes), 15 February to 7 August 1944.

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MacDONALD, F/L Allan Charles (J19189) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 26 February 1921 in Vancouver; home in Marble Mountain, Nova Scotia; enlisted in Halifax, 5 March 1941 and posted to No.1 Manning Depot. To No.1 Equipment Depot, 27 April 1941. To No.4 WS, 5 July 1941. Promoted LAC, 7 August 1941. To No.3 BGS, 23 November 1942; graduated and promoted Sergeant, 22 December 1941. To No.31 OTU, 11 January 1942. To RAF overseas, 14 April 1942. Commissioned 8 November 1943. Promoted Flying Officer, 8 May 1944. Promoted Flight Lieutenant, 6 June 1944. DFC presented at Buckingham Palace, 13 July 1945. Repatriated to Canada, 10 July 1946. Released 5 September 1946. Died in Port Hawksbury, Nova Scotia, 7 July 1999 as per **Legion Magazine** of March 2000.

This officer has shown himself to be a skilful and resourceful wireless operator. He has participated in a large number of operational sorties including attacks against the most heavily defended targets. On one occasion in September 1944, his aircraft was detailed for an attack against Kaiserlautern. On the way to the target a heavy electrical storm was encountered and the aerals were damaged. Flight Lieutenant MacDonald succeeded in locating the damage and effected repairs to his equipment and the aircraft was flown to the target. Throughout all his operations this officer has set a fine example of consistent courage, skill and untiring devotion to duty.

Public Records Office Air 2/9039 has a detailed recommendation dated 17 October 1944 when he had flown 50 sorties. The details of his first 33 could not be given (logbook lost after tour in Middle East) but he had 17 trips (99 hours four minutes) with No.83 Squadron:

20 April 1944 - Bordeaux
29 April 1944 - Bordeaux
1 May 1944 - Tours
3 May 1944 - Maily
9 May 1944 - Paris
11 May 1944 - Bouge
3 June 1944 - La Panelle
6 June 1944 - Caen
8 June 1944 - Saumur
11 August 1944 - Givors
15 August 1944 - Gilse-Rijen
9 Sept 1944 - Rheydt
11 Sept 1944 - Darmstadt

12 Sept 1944 - Stuttgart
19 Sept 1944 - Munchen Gladbach
23 Sept 1944 - Munster
27 Sept 1944 - Kaiserlauten

Flight Lieutenant Macdonald has completed 50 operational sorties on heavy bombers, including seventeen with the Pathfinder Force. He has shown outstanding keenness to operate, and has taken part in many attacks on the most heavily defended targets. He has always shown a high degree of skill and resource in his work, being undeterred by any difficulties.

On the night of 27th September 1944, his crew were taking part in an attack on Kaiserlauten. On the way to the target a heavy electrical storm was encountered. The aircraft was struck, and the aerals were damaged. Flight Lieutenant MacDonald succeeded in locating the damage and repairing his equipment and the aircraft was able to carry on to the target.

Flight Lieutenant Macdonald's spirit and skill have been a great example to the rest of his Section and the squadron. He has been as valuable in his work on the ground as in the air.

For his consistent courage and skill through his long operational career, Flight Lieutenant Macdonald is recommended for the award of the Distinguished Flying Cross.

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MacDONALD, P/O Archie (J16310) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 24 September 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943. Born in Toronto, 9 March 1921; educated in Toronto and Alliston, Ontario; home in Angus, Ontario; enlisted at Camp Borden, 11 August 1939 for General Duties (mess waiter). Promoted AC1, 11 February 1940. Promoted Corporal, 5 December 1940. Remustered to aircrew, 4 May 1941, reverted to AC2 and posted that date to No.1 ITS; promoted LAC, 5 June 1941; to No.14 EFTS, 6 June 1941; to No.12 SFTS, 7 August 1941; graduated and promoted Sergeant, 25 October 1941. To No.31 GRS, 14 November 1941. To "Y" Depot, 22 December 1941; to RAF overseas, 7 January 1942. To No.11 AFU, 21 February 1942. To No.2 (Coastal) OTU, 31 March 1942; to No.254 Squadron, 26 May 1942; to No.404 Squadron, 6 June 1942. Commissioned 8 December 1942. Attached 24 April 1943 to No.1 Special Low Attack Instructors School. Promoted Flying Officer, 8 June 1943. Wounded by anti-aircraft fire, right arm, 17 July 1943 on operational flight to Norway, attacking a flak ship. By then he had flown about 150 operational hours. Treated at Bassingstoke Hospital. To Repatriation Depot, 7

August 1943. Repatriated 13 September 1943. To Mountain View, 18 November 1943. Promoted Flight Lieutenant, 8 December 1944. To Central Flying School, 9 May 1945 for flying instructor course; to No.5 OTU, 5 July 1945, serving there to 17 September 1945. To Trenton, 10 December 1945. Released 11 May 1946. Cited with a P/O J.H.E. Delaney (RAF navigator). DFC presented by Governor General at Government House, 24 January 1956. Died in Richmond Hill, Ontario, 19 February 1997 as per **Legion Magazine** of September 1997.

In July 1943, Pilot Officers MacDonald and Delaney were pilot and navigator respectively of an aircraft which attacked an enemy anti-aircraft ship off the coast of Norway. The aircraft was hit by a cannon shell and badly damaged while Pilot Officer MacDonald was wounded in the right arm and leg. Despite partial paralysis of his right arm and considerable loss of blood he, with the able assistance of Pilot Officer Delaney, flew the aircraft back to base, making a successful crash landing. Both these officers displayed skill, fortitude and resourcefulness in trying circumstances and throughout many operations have always completed their tasks with courage and efficiency.

Training: Course at No.1 ITS was 3 May to 6 June 1941. Courses in Mathematics (90/100), Armament, practical and oral (74/100), Signals (98/100), Hygiene and Sanitation (31/40), Drill (79/100) and Law and Discipline (55/60). Placed 69th in a class of 177. "Steady type, serious, hard worker, giving best to task in hand."

Course at No.14 EFTS was 9 June to 27 July 1941. Tiger Moth aircraft - 21.15 dual, 37.45 solo. Flew 5.20 on instruments. Logged ten hours in Link. "Hard working student, tries hard and learns quickly. Instrument flying is very good." Ground courses in Airmanship (190/200), Airframes (83/100), Aero Engines (67/100), Signals, practical (98/100), Theory of Flight (60/100), Air Navigation (147/200), Armament, oral (150/200) and graded 155/200 on "Qualities as an NCO."

Course at No.12 SFTS was 8 August to 19 October 1941. Crane aircraft - 32.10 day dual, 47.35 day solo, 4.15 night dual, 6.00 night solo. Was 14.55 on instruments and logged 20 hours in Link. "Good steady, quick thinking. Needs checking occasionally. Very conscientious." (F/L J.W. Kerwin). Ground courses in Airmanship and Maintenance (161/200), Armament, written (79/100), Armament, practical (68/100), Navigation and Meteorology (116/200), Signals, written (88/100) and Signals, practical (46/50). Placed 21st in a class of 53. "Average student, very serious, works and studies hard - conduct exemplary."

Arrived at No.31 GRS, 17 November 1941 and made minimal effort - "Does not wish to do GR work. Has made no real effort on course. Has not the ability to cope with the course and has not enough sense of responsibility for a GR pilot. Recommend he be taken off the course." (16

December 1941).

Course at No.11 AFU was 21 February to 31 March 1942. Oxford aircraft - 17.50 day dual, 10.40 day solo, no night flying. Was 5.50 on instruments. Logged 6.40 in Link.

Course at No.5 (Coastal) OTU was 31 March to 26 May 1942. Flew 18 hours day dual, 47.10 day solo (17.40 crew training), 3.05 night dual, 6.55 night solo (1.45 crew training). Was on instruments six hours 55 minutes, in formation seven hours 55 minutes, and logged 14.45 in Link. Assessed "average" in all categories. "A poor average pilot - not really keen - will require careful handling." (W/C R.E.X. Mack).

Course at Central Flying School, 21 May to 29 June 1945. At the time he had 111.25 single engine solo, 48.05 single engine dual, 796.05 twin engine solo, 85.05 twin engine dual. On course flew 2.30 single engine advanced solo, 3.45 single engine advanced dual, 11.40 twin engine advanced day solo, one hour twin engine advanced night solo, 28.45 advanced twin engine sol and 3.15 advanced twin engine by night. "A good average pilot who presents patter in an interesting manner. Should become a good instructor." Tested on a Ventura, 25 June 1945 . Graded on Sequence (Average), Voice (Good), Manner (Instructive), Ability to Impart Knowledge (Unconvincing), and Ability as Pilot (Average). "An average pilot who with experience should become a more convincing instructor." Awarded Category "C".

Notes: Excerpts from report of action of 17 July 1943 (Beaufighters JM173) by G/C G.C. Truscott:

The pilot, Pilot Officer A. MacDonald, was on a shipping strike of Fedje in Norway and encountered an enemy Flak ship. The aircraft was hit by Flak and a cannon shell burst in the cockpit wounding Pilot Officer MacDonald in the forearm and leg and rendered the hydraulic system inoperative.

With the aid of Pilot Officer J.H. Delaney, the Navigator, Pilot Officer MacDonald brought the aircraft home to base and it was at this time that the hydraulic system was found to be unserviceable,. Pilot Officer MacDonald made a belly landing with the very minimum of damage to the aircraft.

Application for operational wing dated 14 November 1944 listed the following sorties:

On Blenheims

8 June 1942 - Convoy, North Sea (3.35)

14 June 1942 - Escort, North Sea (3.35)

5 July 1942 - Escort, North Sea (4.20)
8 July 1942 - Escort, North Sea (2.30)
12 July 1942 - Escort, North Sea (4.30)
23 July 1942 - Escort, North Sea (4.15)
25 July 1942 - Escort, North Sea (5.20)
21 August 1942 - Escort, North Sea (2.40)
4 September 1942 - Escort, North Sea (3.15)
7 September 1942 - Escort, North Sea (4.15)
9 September 1942 - Sub Escort, North Sea (4.30)
12 September 1942 - Escort, North Sea (3.45)
14 September 1942 - Escort, North Sea (5.00)
16 September 1942 - Escort, North Sea (4.00)
17 September 1942 - Escort, North Sea (4.40)
19 September 1942 - Anti-Sub reccem Norwegian coast (4.25)
24 September 1942 - Escort, North Sea (1.55)
27 September 1942 - Anti-Sub reccem Norwegian coast (4.15)
4 October 1942 - Escort, North Sea (4.30)
8 October 1942 - Escort, North Sea (3.55)
28 October 1942 - Escort, North Sea (3.45)

Beaufighters

16 February 1943 - Fighter Escort, Bay of Biscay (3.25)
19 February 1943 - Interception, Bay of Biscay (3.55)
22 February 1943 - Interception Patrol, Bay of Biscay (4.10)
27 February 1943 - Special naval patrol, French coast (1.15)
5 March 1943 - Patrol, Bay of Biscay (4.10)
7 March 1943 - Patrol, Bay of Biscay (4.20)
9 March 1943 - Patrol, Bay of Biscay (3.45)
13 March 1943 - Patrol, Bay of Biscay (4.10)
17 March 1943 - Patrol, Bay of Biscay (3.50)
19 March 1943 - Patrol, Bay of Biscay (4.00)
21 March 1943 - Patrol, Bay of Biscay (4.15)
31 May 1943 - Escort, torpedo aircraft, Norwegian coast (4.00)
17 June 1943 - Norwegian coastal recce (3.45)
20 June 1943 - Escort, torpedo aircraft, Norwegian coast (4.00)
26 June 1943 - Escort to destroyers, North Sea (4.40)
17 July 1943 - shipping strike, Norwegian coast (3.00)

Assessments: "A very satisfactory officer in all respects." (W/C G.E. Truscott, 20 July 1943,

when he had flown 318 hours 20 minutes, 92.05 in previous six months). To this is added, "A conscientious keen officer with a well developed sense of responsibility." (G/C A.D. Gillmore).

"An airman of the Permanent Force who remustered to aircrew. Sound judgement. His attitude towards both subordinates and superiors was most acceptable. The conduct and operational ability of this officer while serving with this unit have been exemplary." (W/C C.A. Willis, 17 November 1943; he had flown 66 hours 50 minutes in previous six months). To this is added, "An enthusiastic officer with a fairly strong personality. He did well on ops with the squadron and set a good example both in the air and on the ground." (G/C A.D. Gillmore). Not clear why this is noted down long after he has left the squadron, and it may be that it should be dated 17 November 1942. On the other hand, it is classified as being submitted "on posting."

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MacDONALD, F/O Donald (J88870) - **Distinguished Flying Cross** - No.406 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 10 October 1920. Home in Winnipeg; enlisted there 26 August 1941 and posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 10 October 1941. To No.12 SFTS (guard duty), 23 November 1941. To No.2 ITS, 4 January 1942; graduated and promoted LAC, 28 March 1942; to No.5 EFTS that same date; to No.10 SFTS, 6 June 1942; graduated and promoted Sergeant, 25 September 1942; to "Y" Depot, 9 October 1942. To RAF overseas, 27 October 1942. Promoted Flight Sergeant, 25 March 1943. Promoted WO2, 25 September 1943. Commissioned 24 April 1944. Promoted Flying Officer, 24 October 1944. Repatriated to Canada, 26 September 1945; released 6 November 1945. Score with No.409 Squadron was one Ju.188 damaged (16/17 June 1944), one Ju.188 destroyed (3/4 August 1944), one Ju.188 destroyed 17/18 August 1944), all with WO Colborne as navigator. With No.406 he destroyed one Ju.188 (1/2 February 1945). Medal sent by registered mail, 11 July 1950.

On operational flying this officer has displayed skill, courage and determination. In the course of his operations he has destroyed three enemy aircraft and damaged another. In June 1944, he damaged an enemy aircraft in the air near St.Sauveur. On another occasion in August 1944, while over Normandy, he destroyed another aircraft after a difficult chase. On yet another occasion in February 1945 he destroyed an enemy aircraft in the air near Trier. Flying Officer MacDonald's keenness and devotion to duty have set a fine example to the squadron.

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MACDONALD, W/C Donald Charles Stirling (C1634) - **Distinguished Flying Cross** - No.418

Squadron - Award effective 26 February 1944 as per **London Gazette** dated 10 March 1944 and AFRO 766/44 dated 6 April 1944. Born in Regina, 23 August 1913 (obituary notice). Moved to Vancouver in 1924. Attended Magee High School and then University of British Columbia, graduating in 1935. Home in Rustington, Washington on enlistment. Enlisted in Vancouver, 29 January 1940; commissioned that date. Trained at Aero Club of British Columbia. To Camp Borden, commencing 18 June 1940. Commenced training at Central Flying School, Trenton, 9 December 1940. To No.5 SFTS, Brantford, 19 January 1941. Promoted Flight Lieutenant, 15 October 1941. To Ferry Command, Dorval, November 1942. Ferried Boston 303 to RAF overseas the same date. To RCAF Overseas Headquarters, 29 October 1942. Promoted Squadron Leader, (Dorval-Gander-Prestwick), 8-12 December 1942. Commended flying at No.3 (Pilots) AFU, 8 January 1943 (with detachment to No.1531 Approach Training Flight). Commenced training at No.51 OTU, 13 February 1943 (to 29 April 1943). Next posting not indicated in log book. Commenced flying with No.418 Squadron, 18 May 1943. Appointed to command No.418 Squadron, 8 January 1944 but held that position only until 25 February 1944. Destroyed one He.111 (Bourges airfield) and one He.177 (east of Avord airfield), both on 27 January 1944. Promoted Wing Commander, 17 February 1944. To No.129 Wing, 26 February 1944. To No.229 Group, India, 27 June 1944. Returned to England, date uncertain. Repatriated 24 March 1945. To Western Air Command, 4 April 1945, Promoted Group Captain, 23 April 1945 on posting to No.6 OTU that date. To Patricia Bay, 16 January 1946. To Staff College, 15 February 1946. Reverted to Squadron Leader, 9 October 1946. Postwar service number was 120415. Promoted Wing Commander, 15 August 1949. To AFHQ (Plans), 1 January 1950. To Sea Island, 1 July 1953. On staff of Army Staff College, August 1956 to August 1949. At Station Rockcliffe, August 1959 to August 1962. Retired in August 1962, going to Vancouver. Lived on Saltspring Island (1978-1980), Galiano Island and then to Richmond, British Columbia. An auction catalogue for Glendening's, 7 June 1989, reported sale of his medals including an American Bronze Star plus Canadian Forces Decoration. Estimated value, £ 800-1,000 (odd that they would be on the market when he was still alive). Died in Richmond, 17 April 2006. Photo PL-26808 (ex UK-7509 dated 24 January 1944) taken soon after he assumed command. Photo PL-26825 (ex UK-7370 dated 18 January 1944) shows G/C P.Y. Davoud handing over command of No.418 Squadron to W/C D.C. Macdonald (Vancouver). RCAF photo PL-60260 (ex UK-19153 dated 28 February 1945) showed Wing Commander Ralph Gordon (left), Bobcaygeon, Ontario and Wing Commander Don MacDonald, DFC (Westmount and Vancouver); Gordon commanding No.436 Squadron, MacDonald (ex- No.418 Squadron) described as RCAF Liaison Officer with RAF Transport Command in India. Logbooks held by Comox Air Force Museum.

This officer has participated in a large number of sorties and throughout has displayed great skill, determination and devotion to duty. On a recent occasion Wing Commander Macdonald led a small formation of aircraft on a sortie during which seven enemy aircraft were shot down, two of which were destroyed by Wing Commander Macdonald. The success achieved on this brilliantly executed

operation reflects the greatest credit on the efforts of this officer.

MacDONALD, S/L Donald Charles Stirling, DFC (C1634) - **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:

Group Captain MacDonald served with 418 Night Intruder Squadron and accomplished an outstanding tour of operations, many of his sorties being over France.

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MacDONALD, WO Donald Malcolm (R68535) - **Distinguished Flying Medal** - No.103 Squadron - Award effective 2 November 1942 as per **London Gazette** dated 6 November 1942 and AFRO 272/43 dated 19 February 1943. Born in Fort William, Ontario, 11 June 1912. Attended Franklin Street Elementary School and Fort William Collegiate. Grain elevator operator; enlisted in Fort Williams 29 June 1940. To No.1 ITS, 22 July 1940. Promoted LAC, 16 September 1940 and posted to No.2 WS that date. To No.2 BGS, 19 January 1941. Promoted Sergeant, 17 February 1941. Posted overseas, 5 April 1941. Promoted Flight Sergeant, 1 November 1941. Promoted WO2, 1 November 1942. Commissioned 8 April 1943 (J17749). Promoted Flying Officer, 8 October 1943. Repatriated to Canada, 23 September 1944. To No.1 Composite Training School, 15 November 1944. To No.2 Air Command, 15 December 1944. Released 25 November 1945. Rejoined the Reliance Elevator in Thunder Bay, working as a grain inspector and later joined the Government Grain Inspection staff, retiring from that work after 18 years of service. Long association with the Pipes and Drums of Thunder Bay as a piper, Pipe Major and Instructor. Honoured with a Citizen of the Year award by the City of Thunder Bay in recognition of 50 years of community involvement. Composed hundreds of pipe tunes honouring family members and special occasions. He was also an accomplished violinist, playing on many special occasions throughout his life. As a teenager, he had played violin with the Thunder Bay Philharmonic Society, under Gunton Smalley. Died in Thunder Bay, Ontario, 27 September 2002 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2003. Obituary stated he had flown two tours (55 sorties on Wellington, Halifax and Lancaster aircraft.

Flight Sergeant McDonald, serving as first wireless operator, has participated in a number of operational sorties. On one occasion, when attacking Essen by night, his aircraft was severely damaged by anti-aircraft fire and the wireless was rendered unserviceable. Showing great presence of mind and resourcefulness he effected a repair with chewing gum. By his determination and courage Flight

Sergeant McDonald has materially assisted in the successful completion of his many operational missions.

NOTE: Public Records Office Air 2/9604 has recommendation dated 24 September 1942, when he had flown 35 sorties (188 hours five minutes) which gives sortie list and a more detailed text than that published:

* Duty Not Carried Out (Technical Failure)

26 November 1941 - Ostend (3.20)
28 December 1941 - Wilhelmshaven (5.25)
6 January 1942 - Brest (6.10)
8 January 1942 - Brest (6.00)
10 January 1942 - Wilhelmshaven (5.20)
21 January 1942 - Bremen (5.00, bombed target of last resort)
6 February 1942 - Brest (6.40)
11 February 1942 - Brest (6.15)
12 February 1942 - **Scharnhorst** and **Gneisenau** (3.05)
12 March 1942 - Emden (5.15)
13 March 1942 - Cologne (6.15)
25 March 1942 - Essen (4.45)
27 March 1942 - St.Nazaire (5.15)
2 April 1942 - Poissy (6.00)
5 April 1942 - Cologne (6.00)
8 April 1942 - Hamburg (7.05)
10 April 1942 - Essen (1.15)*
12 April 1942 - Essen (7.05)
14 April 1942 - Dortmund (8.20)
17 April 1942 - Hamburg (1.10)*
28 April 1942 - Kiel (7.30)
29 April 1942 - Ghome-Rhone Works (5.35)
4 May 1942 - Stuttgart (8.30)
30 May 1942 - Cologne (5.10)
1 June 1942 - Essen (5.00)
2 June 1942 - Essen (5.00)
11 June 1942 - GARDENING (4.35)
20 June 1942 - Emden (5.00)
23 June 1942 - GARDENING (4.20)
25 June 1942 - Bremen (5.50)
15 August 1942 - Dusseldorf (5.00)

27 August 1942 - Kassel (5.50)
28 August 1942 - Nuremburg (4.20)*
10 Sept 1942 - Dusseldorf (4.35)
14 Sept 1942 - Bremen (5.35)

Since being posted to this squadron, Flight Sergeant MacDonald, who is a Canadian, has taken part in 35 operational sorties, on each of which he has been first wireless operator.

He has at all times proved himself to be a most determined and cool member of his crew. His reliability and his presence of mind when under fire, together with his quiet cheerfulness and self-confidence in face of danger have set a fine example to his crew and the squadron as a whole.

On 12th February 1942 he took part in the daylight attack on the **Scharnhorst** and **Gneisenau**. His captain circled the ships at 500 feet for 30 minutes in spite of very heavy opposition with the result that the aircraft was hit many times. With complete disregard for danger and great coolness, Flight Sergeant MacDonald maintained touch with the Multi-Frequency Direction Finding Station at Sealand getting many fixes to indicate the position of the ships.

On another occasion while attacking Essen on the night of 25th March, his aircraft was damaged by flak, which resulted in loss of petrol and the unserviceability of the wireless and TR.9. With great presence of mind and hard work under most trying and anxious conditions, Flight Sergeant MacDonald repaired the set with chewing gum and obtained three QDMs which greatly assisted his captain in reaching England speedily and forced landing safely at Horsham St. Faith before his petrol ran out.

This Non-Commissioned Officer has a fine offensive spirit under a quiet and unassuming manner. His outstanding ability and strong sense of duty together with his complete disregard of danger have set a fine example to his fellow aircrew and I most strongly recommend that he be awarded the Distinguished Flying Medal.

RCAF Immediate Press Release No.1083 dated November 1942, transcribed by Huguette Oates, reads:

"I guess it was the chewing gum effort," said Flight Sergeant Donald M. Macdonald in explaining his D.F.M. However, the records also show that this

incident, to which the big, dark Fort William wireless operator air-gunner referred to, was only another example of the resourcefulness which he has shown through many operational sorties. Perhaps his seasonal occupation as a gold prospector in Northern Ontario when he was not working in the Lakehead elevators provides the answer to his resourcefulness.

It was in a raid to "Happy Valley" that Flight Sergeant Macdonald repaired a radio with a wad of chewing gum. The set had commenced acting up on the trip to the target and, on the home trip, it failed completely. A nut which held one of the wires in place had been lost. Macdonald used a wad of gum to hold the wire in place, and the set worked like a charm again.

Like many another airmen, Flight Sergeant Macdonald found the channel battle memorable. The night before, he had gone to Brest and had dropped flares to provide light for the bombers that followed. Within 15 hours of the start of that operation, he was in the air again, in "soupy" weather, helping in the search for the German battleships. They found them, too. The clouds sent them down and suddenly at 500 feet, they found themselves over the Scharnhorst. "That shook me", admitted Mac. And for half an hour they circled the heavily armed battleship at only a distance of 600 yards in the low cloud. "What amazed me," said Macdonald, "was that for all the flak that was thrown at us, we were not hit once." They were unable to drop their heavy bombs from that height so they took them home where the pilot made a wizard landing in spite of the bomb-load.

Macdonald has a healthy respect for the Ruhr anti-aircraft gunners. "They're good shots," he said. On one occasion, when caught in searchlights, the pilot took them around in so many circles, they became dizzy and eventually wound up on the wrong side of the searchlight belt and had to come through it again to escape. "The flak was so thick," said Macdonald, "I could hear it, smell it, and practically taste it." They had not been long out of the searchlights when a Ju.88 was spotted off the port beam. The tail-gunner, Flight Sergeant Louis Lavallee, of Edmonton, blazed away at it, and apparently with good effort because the Junkers was last seen in a dive through the clouds.

Lavallee flew with Macdonald on a number of trips and the Fort William wireless operator was full of praise for the gingery-haired lad from Edmonton. "Lavallee was excitable on the ground," said "Mac", but in the air he was as cool as ice."

On the Poissy raid, the crew got caught in the searchlights. Lavallee was front

gunner on this trip and an Australian known intimately as “Digger” occupied the rear turret. The flak was terrific, although the gun concentration was not heavy.

Suddenly things began to happen. The controls jammed and the aircraft began to lose height steadily. The intercom was jammed with a weird combination of Cookney, Canadian, French Canadian, and Welsh and Australian accents, advising the pilot to “pull her out in a hurry”. Then, all at once, an exceptionally big piece of flak tore through the rear turret. They yelled to their Aussie rear-gunner and got no answer. Macdonald heard Lavallee yell, “My God, they got my pal. I don’t give a damn if my grandmother is in Paris.” Immediately Macdonald heard the slatter of Lavallee’s guns and one of the searchlights blinked out.

In the meantime, the dive of the aircraft became more marked and the crew began to get “that feeling”. Lavallee was coolly looking around for a place to land and pointed out a space between two houses, even giving the colors to the pilot. At this point, Macdonald asked, “What about the bombs?” Lavallee’s voice answered, “We can’t let them go here; we’ll kill a lot Frenchmen”. Somebody else suggested, “Dump them in the river?” The navigator chimed in plaintively, “Where the hell is the river?”

However, they found it and unloaded their bombs. At 50 feet over the ground, the pilot, by straining mightily at the controls, managed to level out. When they got home, they counted 150 holes in the tail assembly. And “Digger” was alright. He was spattered with oil and his turret was shot up, but he was unscratched. He had not answered because the big piece of flak, which had singed his eyebrows, had left him momentarily speechless.

Flight Sergeant Macdonald is proud of his Scottish ancestry. He spells his name with the small “d” of the Highland folk. Both he and his brother Ian, who is with an RCAF bomber squadron overseas, are accomplished pipers. Many of the boys who spent the spring of 1941 at Debert will remember the route marches through the red mud behind his skirling bagpipes. When visiting many of his relatives up in Stornaway, in the Hebrides, Donald Macdonald takes his pipes with him and plays the tunes his ancestors loved. At present he is an instructor at an O.T.U.

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MacDONALD, F/O Donald Montague (J26713) - **Distinguished Flying Cross** - No.9 Squadron -

Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 25 October 1923 in Trail, British Columbia; home there (labourer); enlisted Calgary, 4 August 1942 and posted to No.3 Manning Depot. To No.15 SFTS (guard duty), 11 September 1942; to No.2 ITS, 24 October 1942; graduated and promoted LAC, 31 December 1942; to No.2 BGS, 23 January 1943; to No.7 AOS, 17 April 1943; promoted Sergeant, 28 May 1943; subsequently commissioned with effect from that date. To No.1 BGS, 12 June 1943. To "Y" Depot, 23 July 1943. To United Kingdom, 2 August 1943. Promoted Flying Officer, 28 November 1943. Repatriated 14 May 1945. Released 3 July 1945. RCAF photo PL-40356 (ex UK-17174) shows a 12,000-lb bomb with WO2 Alfred "Lucky" Holmes on top, and left to right, F/O D.M. MacDonald (Trail, British Columbia), Flight Sergeant H.A. "Bud" Fisher (Dauphin), P/O Ray Gran (Meadow Lake, Saskatchewan) and F/O J.A. Carr (New Westminster). 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 14 April 1945 when he had flown 32 sorties - 31 successful - from 30 July 1944 to 22 March 1945 (198 hours 50 minutes). Sortie list (including times) identical to that of Warrant Officer Herbert Middleton (almost certainly in same crew).

30 July 1944 - Cahagnes (5.00)
31 July 1944 - Joigny Laroche (5.30)
1 August 1944 - Mont Condon (4.30)
2 August 1944 - Bois de Casson (4.45)
3 August 1944 - Trossy (4.25)
5 August 1944 - Etaples Bridge (3.30)
7 August 1944 - Lorient (4.45), unsuccessful
16 August 1944 - La Pallice (6.20)
18 August 1944 - La Pallice (6.05)
23 Sept 1944 - Munster (5.10)
27 Sept 1944 - Kaiserlautern (6.45)
15 October 1944 - Sorpe Dam (5.40)
19 October 1944 - Nuremburg (7.25)
29 October 1944 - Tirpitz (6.00)
26 November 1944 - Munich (9.45)
11 December 1944 - Urft Dam (4.40)
17 December 1944 - Munich (9.10)
18 December 1944 - Gydnia (10.10)
28 December 1944 - Oslo Fiord (7.00)
12 January 1945 - Bergen (7.50)
16 January 1945 - Brux Synthetic Oil Plant (9.25)
3 February 1945 - Ijmuiden (3.20)

6 February 1945 - Altenbeken (5.50)
3 March 1945 - Dortmund-Ems Canal (5.30)
6 March 1945 - Sassnitz (9.45)
7 March 1945 - Hamburg (6.05)
13 March 1945 - Arnsberg (6.25)
14 March 1945 - Arnsberg (5.35)
15 March 1945 - Arnsberg (6.45)
19 March 1945 - Vlotho (6.10)
20 March 1945 - Nienburg (5.00)
22 March 1945 - Bremen (4.35)

This officer has completed his first tour of 31 sorties as Air Bomber. Included in the many heavily defended targets which he has attacked are Nuremburg, Munich (2), Bremen, Hamburg and the **Tirpitz**. He has attacked many of the daylight precision targets often in the face of very heavy opposition. He took part in the second attack on the battleship **Tirpitz** and despite the difficulties of smoke and cloud successfully pressed home his attack.

Flying Officer MacDonald's crew have frequently been called upon to find a bombing wind in the vicinity of the target, a task requiring considerable skill and upon which the whole success of the attack depends. His aircraft has on these occasions been one of a specially picked force, and the success of many of the attacks carried out by his squadron have been attributable in a large measure to the accuracy of the winds found.

At all times he has taken the greatest care to bomb accurately and has frequently made several runs over precision targets, when smoke or cloud have obscured his aim. On occasions, rather than bomb inaccurately, he has returned with his bomb load.

Flying Officer MacDonald has always shown the greatest keenness to operate and has proved himself to be a skilful member of a sound operational crew. By his unconquerable spirit of determination to achieve his objective he has played a large part in the outstanding successes of his squadron.

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MacDONALD, F/L Douglas Allister (J14691) - **Distinguished Flying Cross** - No.630 Squadron - Award effective 28 December 1943 as per **London Gazette** dated 7 January 1944 and AFRO 410/44 dated 25 February 1944. Born 23 September 1923 in Ogema, Saskatchewan; home in

Rockglen, Saskatchewan; enlisted Regina, 23 September 1941 and posted to No.2 Manning Depot. To No.12 SFTS, 4 January 1942. To No.7 ITS, 4 February 1942; graduated and promoted LAC, 11 April 1942; posted that date to No.16 EFTS; to No.15 SFTS, 20 June 1942; graduated and commissioned 9 October 1942. To "Y" Depot, 25 October 1942; to RAF overseas, 27 October 1942. Disembarked in United Kingdom, 5 November 1942. To No.19 (Pilots) AFU, 16 November 1942. While there attached to No.1533 Beam Approach Training Flight, 11-16 January 1943. To No.16 OTU, 19 January 1943. Promoted Flying Officer, 9 April 1943. To No.1660 Conversion Unit, 4 May 1943. To No.619 Squadron, 15 June 1943. To No.630 Squadron, 15 November 1943. Promoted Flight Lieutenant, 1 December 1944. Missing, presumed dead, 2 January 1944 (No.630 Squadron, Lancaster JB532). Presented to next-of-kin, 28 February 1946.

Flight Lieutenant MacDonald is a highly skilled and most determined pilot, who has taken part in very many attacks on targets important to the enemy's war effort. He has displayed a high degree of courage and resolution in pressing home his attacks, qualities which have earned him much success. One night in November 1943, Flight Lieutenant MacDonald piloted an aircraft detailed to attack a target in central Germany. Before reaching the target one engine of his aircraft became useless. Despite this, and in the face of extremely trying weather, Flight Lieutenant MacDonald completed his task successfully. His achievement was most commendable.

Notes: At No.7 ITS he placed 51st in a class of 96 and described as "Good clean cut type. Appears to be very slow in absorbing instruction. A plugger who should show up well."

At No.16 EFTS he placed 28th in a class of 47. Flew Tiger Moths (44.00 day dual, 43.40 day solo, 4.05 night dual, plus ten hours in Link. "Good average pilot. Instrument flying rough. Ability, industrious, attentive. Conduct excellent."

At No.15 SFTS, flew Cranes (54.00 day dual, 83.15 day solo, 8.25 night dual, 10.15 night solo). This included formation flying (5.30). "An above average pilot with a good knowledge of flying and plenty of common sense." Placed 20th in a class of 59.

At No.19 (Pilots) AFU, the course was 18 November 1942 to 9 January 1943. Flew Oxford aircraft (5.45 day dual to first day solo, 24.25 total day dual, 25.50 day solo, 2.45 night dual to first night solo, total 4.35 night dual, 10.50 night solo. Of this, 2.25 was formation and 8.15 on instruments. Also logged 10.30 in Link. Flying Tests in General Flying (200/400), Applied Flying (90/200), Instrument Flying (150/250), Night Flying (50/100) and Link (35/50). His character was graded as 10/100 and the Commanding Officer, W/C F.L. Sayers, wrote a scathing assessment: "His flying is not consistent - sometimes good but often mediocre - because he

does not think. Lacks initiative. Recommended for fighters - not because he is particularly suitable, but because he has not the strength of character necessary to captain a crew."

This contrasted sharply with the assessment from No.16 OTU (course lasting 19 January to 17 April 1943). He flew Wellingtons (3.30 day dual to first day solo, 18.20 total day dual, 31.30 day solo, 7.45 night dual to first night solo, 10.45 total night dual, 39.25 night solo, including 3.45 on instruments and an added 20 hours in Link. Ground Examinations in Airmanship (189/300), Armament (240/300), Meteorology (55/100), Navigation (144/200) and Signals (69/100). Flying Tests were in General Flying (330/400), Applied Flying (150/200), Instrument Flying (190/250), Night Flying (75/100) and Link (35/50). The character assessment was much more generous - 70/100. S/L F.R. Jeffs wrote, "A good reliable officer. A good average pilot who is keen to learn. Instrument flying above the average. Pilot, average. Recommended for heavy bombers. Nominated as captain. Recommended for Pathfinder Force." This last sentence is emphasized in red type,

The website "Lost Bombers" provides the following. Lancaster JB532, No.630 Squadron (LE-X), target Berlin, 1-2 January 1944. Aircraft was delivered to No.61 Squadron on 27 October 1943 but saw no operations with that unit. It joined No.630 Squadron in November 1943 and was lost on its first operation. When lost it had a total of 74 hours. Airborne at 2355 hours, 1 January 1944 from East Kirkby. Homebound, hit by flak which blew one engine from its frame. The Lancaster dived steeply and crashed at Grossbeuthen, 4 km north-northwest of Trebbin. Crew (all killed) were F/L D.A.MacDonald, DFC, RCAF; S/L K.F.Vare AFC (New Zealander and second pilot); Sergeant R.F.Smole, MID; F/O N.E.Westergaard, DFC; Flight Sergeant W.R.Turnbull; Sergeant W.R.Tyrie, DFM; Flight Sergeant W.Jenkins; Flight Sergeant W.J.Roche, RAAF.

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MacDONALD, LAC Gerald William (R200388) - **British Empire Medal** - No.1 Flight Engineer School - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born at Bruce Mines, Ontario, 10 October 1917 (RCAF press release announcing award). Educated in Timmins including Staaker's Art School; employed by McIntyre Porcupine Mines at Schumacher, Ontario. Enlisted in North Bay, 28 January 1943 and posted to No.1 Manning Depot. To Technical Training School, 18 March 1943. Promoted AC1, 11 August 1943. To No.9 Repair Depot, 12 September 1943. Promoted LAC, 1 January 1944. To No.14 SFTS, 30 June 1944. To No.1 Flight Engineer School, 31 March 1945. To Release Centre, 17 February 1946. Released 22 February 1946. Instrument Mechanic. Medal sent by registered mail, 15 April 1946.

Leading Aircraftman MacDonald, in company with a group of skilled technicians,

devoted many hours of his normal leisure time to the design, manufacture, test and improvement of certain electrical and instrument training devices needed for flight engineer instruction. The "mock-ups", built mainly from scrap material, filled a vital need during the earlier days of flight engineer training, when no spare parts for heavy bomber types existed in Canada. Leading Aircraftman MacDonald's work was motivated, not from any thought of reward but from a deeply rooted sense of duty and pride of accomplishment in doing his best to promote efficiency in his section. His devotion to duty and keen interest and application have contributed greatly to the training of flight engineers.

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MACDONALD, F/L Gordon Webster (J15099) - **Distinguished Flying Cross** - No.82 Squadron - Award effective 11 February 1944 as per **London Gazette** dated 18 February 1944 and AFRO 644/44 dated 24 March 1944. Born Wanham, Alberta, 3 July 1921; home there; enlisted in Edmonton, 27 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 2 November 1940; to No.8 EFTS, 3 November 1940; to No.4 SFTS, 22 December 1940; graduated and promoted Sergeant on 17 March 1941. Commissioned 11 December 17 March 1941. To Embarkation Depot, 27 March 1941. Overseas as of 4 April 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 11 December 1943. Repatriated 3 November 1944. Released 14 August 1945. Presented 13 November 1948. Photo PL-34099 shows him with P/O R.H. Birkenes, DFC. Photo PL-18326 on right with F/O John H. Stevenson

This officer has taken part in operations both in the European and Middle East theatres of war. On one occasion, when participating in a low level shipping attack, the port engine of his aircraft was hit by anti-aircraft fire and the propeller fell off. Nevertheless, with great determination, he pressed home the attack and flew the damaged bomber safely back to base on one engine. During the last six months Flight Lieutenant Macdonald has flown on a large number of bombing attacks against the Japanese in Burma. He has often led the formation in adverse weather and, by his resolution, zeal and courage, has contributed in no small measure to the successes achieved by his squadron.

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MacDONALD, F/O Harold Martyn (J21612) - **Distinguished Flying Cross** - No.630 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born 8 February 1923 in Drumheller, Alberta; raised there; home in West Vancouver. He was studying Commerce at University of British Columbia when Pearl Harbour

was bombed. Enlisted in Vancouver, 13 January 1942. To No.15 SFTS (guard duty), 27 March 1942. To No.2 ITS, 9 May 1942; graduated and promoted LAC, 1 August 1942; to No.5 BGS, 28 August 1942; to No.2 AOS, 29 October 1942; graduated and commissioned, 4 December 1942. To "Y" Depot, 27 December 1942. His obituary notice recalled his trio to Halifax as one that "whistled him from boyhood to Armageddon". To RAF overseas, 4 January 1943. Promoted Flying Officer, 4 June 1943. Promoted Flight Lieutenant, 4 December 1944. Flew 30 sorties. Repatriated 23 January 1945. Released 9 March 1945. Returned to Vancouver after the war; completed his B.Comm. at UBC, and founded McDonald Fuels in Haney. During this time, he was active in many service organizations, including the Canadian Mental Health Association, the YMCA, Scouts Canada, The John Howard Society and the Burnaby Family Life Institute. His enthusiasm for the idealist politics of the early Sixties led him to run as a candidate in the Fraser Valley for the Federal Liberals under Lester Pearson in 1965. He later moved to West Vancouver with his children and worked as a broker for Pemberton Securities. Haunted by the demons of war and the call for atonement, Harold entered the Vancouver School of Theology where he graduated with his MDiv in 1976. After ordination, he ministered in Westlock, Alberta, at West Burnaby United, the Longhouse Council of Native Ministry, and as Chaplain of Central City Mission and the Aircrew Association. Later, he carried on a "funeral ministry" for those with no Church connections. Felled by a debilitating stroke in 1997. DFC presented 29 July 1947. Died in North Vancouver, 11 July 2003. Photo PL-35130 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"

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MacDONALD, F/L Harry Burns (J15644) - **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 Florence, Cape Breton Island, Nova Scotia, 29 May 1915. Home in Sackville, New Brunswick; store clerk, window trimmer and show card writer; employed by Sydney Colliers for four years as payroll clerk; enlisted in Halifax, 18 October 1940. To No.1 ITS, 13 January 1941; graduated and promoted LAC, 20 February 1941; posted that date to No.11 EFTS; graduated and posted to No.4 Manning Depot, graduated 22 April 1941; to No.8 SFTS, 2 May 1941; graduated and promoted Sergeant, 27 July 1941. To Embarkation Depot, 28 July 1941; to RAF overseas, 14 August 1941. To No.19 OTU, 14 October 1941. To No.51 Squadron, 16 January 1942. To No.35 Squadron, 20 March 1942. Commissioned 19 July 1942. Promoted Flying Officer and Flight Lieutenant, 28 September 1942. To Pathfinder Night Training Unit, 6 August 1943. To Air Fighting Development Unit, 1 September 1943. Promoted Squadron Leader, 1 October 1943. Repatriated to Canada, 4 March 1944; to Western Air Command, 15 April 1945; released 30 October 1945. Flew two tours. Died in Vancouver, 23 July 1956 as per British Columbia Vital Statistics.

Flight Lieutenant MacDonald has completed a large number of operational sorties against the enemy's most heavily defended targets. On all occasions he has displayed skill and determination of the highest order.

NOTE: Public Record Office Air 2/8950 has recommendation dated 20 March 1943 when he had flown 30 sorties (158 operational hours):

21 January 1942 - Emden
13 March 1942 - Boulogne
8 April 1942 - Hamburg
14 April 1942 - Essen
29 May 1942 - Gennevilliers
30 May 1942 - Cologne
1 June 1942 - Essen
25 June 1942 - Bremen
27 June 1942 - Le Mans
29 June 1942 - Tours
2 July 1942 - Bremen
8 July 1942 - Wilhelmshaven
13 July 1942 - Duisburg
31 July 1942 - Dusseldorf
4 August 1942 - Essen
6 August 1942 - Duisburg
24 August 1942 - Frankfurt
28 August 1942 - Nuremberg
2 Sept 1942 - Karlsruhe
6 Sept 1942 - Duisburg
13 October 1942 - Kiel
9 November 1942 - Hamburg
20 November 1942 - Turin
28 November 1942 - Turin
6 December 1942 - Mannheim
20 December 1942 - Duisburg
30 January 1943 - Hamburg
11 February 1943 - Wilhelmshaven
14 February 1943 - Cologne
19 February 1943 - Wilhelmshaven

Flight Lieutenant MacDonald has completed a large number of successful attacks against the heaviest and most hotly defended targets. He has invariably

returned with clockwork regularity having successfully bombed his target. On several occasions recently he has operated in a most important role showing the same skill and success. In recognition, Flight Lieutenant MacDonald 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" describes an incident in his career: 13/14 July 1942, Halifax W7761 (TL-N), target Duisburg. This was one of two No.35 Squadron Halifaxes lost on this operation (the other was W1154). It was airborne at 0012 hours, 14 July 1942 from Linton-on-Ouse. Over Duisburg the bomb release mechanism failed and the Halifax returned with its two 4,000lb bomb load intact. All attempts to jettison failed and the aircraft was abandoned at 0500 near Harrogate. Left to its own devices, the Halifax rolled onto its back, caught fire and crashed 0520 at Burn Bridge, Bracckenthwaite near Knaresborough, Yorkshire. In the last few seconds before impact, the bomb load released and exploded approximately one mile from the crash site. No injuries reported. Crew consisted of Sergeant H.B.MacDonald RCAF, P/O Baker, Sergeant Whitter, Sergeant Ely, P/O Freedman and Sergeant Jones.

Notes: Keenly interested in flying; in applying to enlist stated he had built about 50 model airplanes, and that he drew and painted them. "It has always been my ambition to make flying my career, above all to become a pilot in the air force. So far this has been denied, but I hope to become a pilot and help do my duty as a Canadian."

Flying incident, 22 June 1942, No.35 Squadron, Linton-on-Ouse. Halifax II, serial W1159, non-operational, day. Repairable at unit. "The accident occurred while making a cross wind landing. I corrected for the drift by yawing into wind and touched down on the right hand edge of runway. Immediately aircraft started to swing to port; I corrected, probably overcorrected and the starboard wheel got off the runway into soft ground, Immediately aircraft swung to starboard and headed for some concrete drain pipes. The brakes were useless as far as swinging the aircraft round and I did not want to use the engines because I was too near the concrete drain pipes, so I cut the petrol and switches. The aircraft's starboard wheel hit concrete pipe or pot hole and the aircraft ground looped and came to rest." Assessed as an error in judgement due to inexperience.

Incident, 31 July/1 August 1942, Halifax W1019, operation to Dusseldorf. The temperature of port inner engine steadily increased until 120 degrees registered on return flight, He feathered the engine and returned on three engines. Weather was dirty to he diverted to Cottesmore where visibility was good, Landed well; on examination the header tank was found empty of glycol due to leak in the radiator.

Incident, 5 October 1942, Halifax DT489, operational flight. Encountered severe electrical thunder storm. A flash of lightning blinded the Engineer, causing him so much pain that the operation was abandoned. Only superficial damage to aeroplane, Crew (all RAF) were 1331106 Sergeant R.E. Wilkes (second pilot, 120393 P/O J. Baker (navigator), 1059518 Sergeant E. Whitter (WOP/AG), 1335515 Sergeant J.R. Ely (AG), 1270179 Sergeant G. Carpenter (tail gunner) and 610981 Sergeant J.E. Jones (flight engineer, injured).

Application for Operational Wing dated 24 December 1943 stated he had flown 45 sorties, 18 January 1942 to 25 July 1943 (873 hours 35 minutes to date, operational and non-operational).

Training: Interviewed in Halifax, 18 October 1940 - "Good type for aircrew. Strongly recommended for pilot."

Course at No.1 Initial Training School was 18 January to 20 February 1941. Courses in Mathematics (70/100), Armament, practical and oral (86/100), Drill (81/100), Law and Discipline (54/60), Hygiene and Sanitation (47/40) and Signals (93/100). Placed 48th in a class of 112. "Excellent pilot type. Enthused, keen and eager. This airman is very serious and conscientious. Instills a high degree of confidence and was very interested in his work."

Course at No.11 EFTS was 22 February to 22 April 1941. Fleet Finch aircraft - 28 hours 55 minutes dual (excluding instrument dual), 40.10 solo, 6.30 instrument flying plus 10.25 in Link Trainer. "When this man wants to, he is really good, but at other times he seem to lose all interest in his flying. At the start he was very cocky but this attitude disappeared gradually. Due to his general deportment, this man is recommended for a commission. He should be a good leader." (P.M. Boisvert, Chief Flying Instructor). Ground school marks were in Airmanship (137/200), Airframes (82/100), Aero Engines (75/100), Signals, practical (100/100), Theory of Flight (80/100), Air Navigation (171/200), Armament, oral (178/200), Qualities as Officer (195/200). Placed tenth in a class of 25. "Exceptional ability. Very industrious and co-operative. Very likeable personality. Excellent officer material."

Course at No.8 SFTS was 4 May to 27 July 1941. Avro Anson aircraft - 47.20 day dual, 38.35 day solo, 4.25 night dual, 5.35 night solo. Flew 22.20 on instruments and logged 20 hours in Link. "Tends to be nervous and rough on control. Had difficulty with the Anson and his progress has been slow but steady." Ground courses in Airmanship and Maintenance (131/200), Armament, written (76/100), Armament, practical (75/100), Navigation and Meteorology (116/200), Signals, written (87/100), Signals, practical (48/5/50). Placed 21st in a class of 40. "Very eager and willing but will probably have difficulty with a new type of aircraft."

In No.35 Conversion Flight, 6-18 June 1942, flew 9.30 day dual, 10.05 day solo, 1.45 night dual, 1.50 night solo, assessed "Average".

Assessments: "Flight Lieutenant Macdonald has carried out 43 operational sorties as captain of aircraft and possesses average ability as a pilot and above average ability as Deputy Flight Commander " (W/C D.F.E. Dean, 31 July 1943. He had then flown 866 hours 42 minutes, 158.37 in previous six months.) To this, G/C R.V. Robinson adds, "An average Captain and Officer."

"An average pilot who has no outstanding qualities or faults." (W/C D.F.E. Dean, 2 September 1943 when he had flown 908 hours, 121 in previous six months).

"Has set a high standard of ability and his organizing power is outstanding. Is a good mixer and a most popular officer." (S/L R.F. Robinson, 12 March 1944).

"Cannot be employed on operational duties outside of Canada, having completed two operational tours outside of Canada." (memo dated 20 March 1944, G/C T.C. Macfarlane, DPC)

"Past experience on two operational tours should qualify this officer for Flight Commander duties in a heavy bomber unit. When this officer reported from overseas in April 1944, he was obviously feeling the strain of flying as a result of two operational tours just completed, during which he was awarded the DFC. In addition, he has qualified for the Pathfinder Badge. F/L Macdonald now shows marked benefit from his change of environment and is rapidly settling down to staff duties. He is a conscientious, keen and loyal type who has a pleasant personality, is popular with his messmates and temperate in habits. I consider this officer is suitable in every respect for promotion to Acting Squadron Leader." (G/C R. Halley, Western Ait Command Headquarters, 5 July 1944).

Recommended for promotion to Acting Squadron Leader and appointment as instructor at a Heavy Bomber OTU - "A keen, capable and loyal officer who is making progress on staff duties. Has distinguished himself on operations overseas and awarded the DFC and Pathfinder badge." (G/C R. Halley, Western Ait Command Headquarters, 10 October 1944).

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MacDONALD, F/L Harry Deane (J15467) - **Distinguished Flying Cross** - No.403 Squadron - Award effective 25 May 1943 as per **London Gazette** dated 4 June 1943 and AFRO 1187/43 dated 25 June 1943. Born in Toronto, 16 November 1919. Attended Bala Avenue Public School, 1927-1932 and York memorial Collegiate, 1932 to 1936. In applying for his commissioned he stated that he had been at "University of Chicago", 1936 to 1938, with courses listed as "meat packing". This may have been a joke, for he was thereafter employed as a meat packer by Canada Packers, 1936 to 1940. Enlisted in Toronto, 16 August 1940 and posted to No.1

Manning Depot. To No.3 EFTS, London, 31 August 1940 (guard duty). To No.1 ITS, Toronto, 28 November 1940; graduated and promoted LAC on 3 January 1941; to No.11 EFTS, Cap de la Madeleine, 4 January 1941; to No.4 Manning Depot, Quebec, 21 February 1941; to No.1 SFTS, Camp Borden, 6 March 1941; graduated and promoted Sergeant, 16 May 1941. To Halifax, 17 May 1941. Embarked from Halifax, 17 June 1941. Arrived in UK, 17 July 1941. Further trained at Nos.61 and 54 OTU. No.401 Squadron, 30 October 1941 to 1 May 1942. Commissioned on 1 May 1942. At No.53 OTU, 1 May to 6 December 1942 (promoted Flying Officer, 1 November 1942). No.402 Squadron, 20-23 December 1942 and No.401 Squadron, 24 December 1942 to 16 August 1943. Returned to Canada, 25 August 1943 but back in UK, 16 October 1943 (see note below in assessments). To No.401 Squadron on 28 October 1943 (promoted Flight Lieutenant that date); killed in action 30 November 1943 (Spitfire MJ115). Returning from Ramrod, over North Sea (30 miles from Bradwell Bay). Engine cut and aircraft glided, then dived into water; he may have been rolling the aircraft prior to baling out but did not get out before aircraft went into dive. Conjecture was that the drop tank had ceased functioning. When killed he was reported to have flown 850 hours 30 minutes (all types) and 126 hours on Spitfires (which seems rather low). Biography appears in Fall 1971 issue of the **Journal of the Canadian Aviation Historical Society**. DFC and Bar sent to wife, 17 March 1947. Credited with the following victories: **12 February 1942**, one Bf.109 damaged (Spitfire AA973); **20 January 1943**, two FW.190s damaged (BS172); **8 March 1943**, one FW.190 destroyed (BS172); **3 April 1943**, one FW.190 destroyed (BS534); **3 April 1943**, one FW.190 destroyed (BS534); **13 May 1943**, one Bf.109 damaged (BS534); **14 May 1943**, one Bf.109 destroyed (BS534); **15 May 1943**, one Bf.109 destroyed plus one Bf.109 damaged (BS534); **1 June 1943**, one Bf.109 destroyed (joint squadron victory, BS534); **15 June 1943**, one FW.190 probably destroyed (BS534); **24 June 1943**, one FW.190 destroyed (BS288); **6 July 1944**, one Bf.109 destroyed (MA575); **15 July 1944**, one Bf.109 destroyed (MA575, shared with another pilot). RCAF photo PL-15952 (ex UK-3809 dated 11 May 1943) is captioned as follows: "You can only see one of the swastikas between the dog and the pilot, but this Toronto man has three enemy aircraft destroyed. It is F/L H.D. MacDonaldm 30 Craydon Avenue, and his rivalry with F/L H.D. Godefroy, who also lives in Toronto at 120 Oriole Parkway, is a matter of considerable interest in the squadron. At the moment each have three to their credit. That is the crest of his school, York Memoriak, on the cowling, and the dog belongs to another Wolf Squadron pilot, P/O W.T. Lane of 250 Brady Street, Sudbury." Photo PL-15955 (ex UK-2812 dated 11 May 1943) shows F/L S.F. Carr, Brooks, Alberta (on right, squadron medical officer) having a laugh with F/L H.D. MacDonald, "taking in a spot of spring sunshine while he battles the 'doc' in a stiff workout on the chess board." Photo PL-19500 is a studio portrait; PL-19226 with High Godefroy; PL-19227 seated in Spitfire "York Memorial".

This officer, who has participated in a very large number of sorties, is an excellent flight commander. In addition to destroying five enemy aircraft, Flight Lieutenant MacDonald has damaged three locomotives and executed vigorous

attacks on other targets. He has invariably displayed outstanding keenness.

MacDONALD, F/L Harry Deane (J15467) - **Bar to Distinguished Flying Cross** - No.403 Squadron - Award effective 26 August 1943 as per **London Gazette** dated 3 September 1943 and AFRO 2049/43 dated 8 October 1943.

Flight Lieutenant MacDonald, acting as deputy squadron commander, has destroyed three enemy aircraft and damaged others since being awarded the Distinguished Flying Cross. He has led the squadron on ten occasions and the wing once and displayed fine leadership and gallantry. He has destroyed at least eight enemy aircraft.

Training reports state that at ITS he was "Fairly good pilot material. Sincere and keen. Will have to work hard on ground subjects. Conscientious, determined and capable of hard work. Cheerful with plenty of the right spirit." The course itself was described as from 29 November 1940 to 4 January 1941 and he placed 64th in a class of 75.

At EFTS he logged 26 hours 40 minutes dual and 46 hours 30 minutes solo on Fleet Finches plus five hours in Link trainer. Described as "Fearless. Very keen and cheerful. Slightly cocky. Aerobatics not too good but improving slowly, and he likes them. He likes doing his flying right. Very hard worker. He placed 23rd in a class of 34 but was not yet considered suitable for a commission.

At SFTS he was less impressive. He trained on Yales (11.05 day dual, 12.40 day solo) and Harvards (27.10 day dual, 24.10 day solo, 9.15 night dual, 55 minutes night solo) with 14.55 on instruments. He was graded as an "average pilot", not trying hard in ground subjects, and placed 49th in a class of 50.

Assessments are interesting. On 11 December 1942, while at No.53 OTU, W/C P.H. Hamley wrote, "Showed keenness in his duty as instructor and as a pilot was above average". At that time he had flown 510 hours (168 in previous six months).

On 12 January 1943, W/C K.L.B. Hodson wrote, "Improves his knowledge if not too much effort. Usually can count upon his loyalty. This man talks too much and too loudly. Recommend that he keep his commission."

On 24 July 1943, S/L G. Scranton, writing on behalf of A/C F.G. Wait, wrote:

This officer has served in the 403 Squadron overseas. He is a most gallant and courageous fighter pilot and as Flight Commander he sets a high standard.

Recently he has been involved in several extremely strenuous combats with the enemy and although this has not affected his morale he appears to be worried by domestic news from Canada. In view of this officer's record at this squadron it is suggested that he be granted leave of absence to return to Canada to settle his private affairs. It is requested that on return to United Kingdom he be returned to the Canadian Spitfire IC Wing and be posted supernumerary. He is regarded here as an extremely promising Spitfire IX Squadron Commander. The case of this officer has been reviewed by Headquarters and arrangements have been made for him to return to Canada for one month after which he will return for full time duty in the United Kingdom.

On 24 September 1943, W/C H.C. Godefroy wrote, "He is a very good leader, shy with strangers, very loyal and has good common sense. This pilot would be a great asset to any Spitfire IX Wing as a Flight Commander or Squadron Commander." He had then flown 833 hours 15 minutes.

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MacDONALD, F/L Harvey William (J14099) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 30 March 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 8 February 1921 in Hamilton, Ontario; home there; enlisted there 19 September 1941. Granted Leave Without Pay until 21 October 1941 when posted to No.1 Manning Depot. Posted elsewhere, 10 November 1941; to No.6 ITS, 4 January 1942; graduated and promoted LAC, 27 February 1942; to No.20 EFTS, 14 March 1942; graduated 22 May 1942 posted next day to No.16 SFTS; graduated and commissioned 11 September 1942. To No.2 Flying Instructor School, 1 October 1942. To No.9 SFTS, 6 December 1942. Promoted Flying Officer, 1 May 1943. To "Y" Depot, 31 January 1944. Taken on strength of No.3 PRC, Bournemouth, 14 February 1944. Promoted Flight Lieutenant, 11 September 1944. Repatriated 13 June 1945. Released 4 September 1945. DFC presented 22 June 1949. Postwar doctor; died in Willowdale, Ontario, 20 January 2000. RCAF photo PL-42912 (ex UK-19549 dated 30 March 1945) is captioned as follows: "Halfway through his first tour of operations, F/L H.W. MacDonald, Toronto, a pilot with the Bison squadron of the RCAF Bomber Group, has been awarded an immediate DFC. On one of his recent attacks on Wanne Eickel his mid-upper gunner, FS W.H. Magill, also of Toronto, claimed destruction of an unidentified enemy fighter." Photo PL-42959 (ex-UK-19418) of 19 March 1945 shows F/L H.W. MacDonald (pilot, Toronto) and FS W.H. Magill (Toronto). RCAF photo PL-44622 (ex UK-22046 dated 7 June 1945) shows him; caption says he wore his father's First World War wings while on operations.

This officer has completed very many sorties involving attacks against various enemy targets. A highly efficient pilot and a resourceful captain, this officer has

shown the greatest determination to complete his missions successfully, setting a most praiseworthy example.

DHH file 181.009 D.1502 (Library and Archives Canada RG.24 Volume 20599) has the original recommendation drafted 9 February 1945 by S/L H.V. Peterson; he had flown 15 sorties (104 hours 45 minutes):

On the night of 7/8 February 1945, this officer was detailed to attack Goch. Fourteen minutes after setting course his starboard outer engine failed owing to a mechanical failure and it was necessary to feather the propellor. Showing great determination, Flight Lieutenant MacDonald continued on his mission and by skillful airmanship kept his allotted height and arrived on time. Over the target area he was instructed by the Master Bomber to abandon his mission and return to base. He therefore returned to base and executed a masterly landing with a full bomb load.

This officer has taken part in 15 operations against the enemy and has been captain of a crew specially selected for mining sorties. He has at all times shown himself to be a skillful pilot who is very keen on his work and is possessed of great determination to press on to his target and complete his mission in spite of all difficulties.

It is considered that this officer's fine operational record and determination, coupled with his fine offensive spirit, fully merits the immediate award of the Distinguished Flying Cross.

Reference DHH file 181.009 D.2619 , Library and Archives RG.24 Volume 20628. On 29 May 1945 W/C E.H. Evans, No.429 Squadron, recommended him for the Air Force Cross. He was described as having flown 398 non-operational hours (instructing) in the previous six months. Not approved but submission transcribed for the historical record:

This officer has completed over 900 hours as a flying instructor in the BCATP. This instructing was carried out over a period of 14 months.

This officer completed many of his instructing hours over a short period due to shortage of Instructors and Staff. These duties, although under fatigue and pressure were performed in the highest possible manner. The calibre of pilots who were under S/L MacDonald have proven to be above average.

While stationed at No.9 SFTS, Centralia, and pilot of an Anson aircraft, the port

engine of his aircraft failed while at a height of 100 feet. He carried out a circuit and pumped wheels down by hand and made a successful landing. His judgement and airmanship was responsible for the safe landing of the aircraft and eliminated any possible casualties.

Throughout this officer's service as an instructor and now as a Flight Commander, he has proven himself skilful and an inspiration to personnel under his command.

In view of this officer's outstanding record as an Instructor, operational pilot and Flight Commander, I most strongly recommend he be awarded the Air Force Cross.

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MacDONALD, S/L Jack Thorold (J15821) - **Distinguished Flying Cross** - No.406 Squadron - Award effective 23 February 1945 as per **London Gazette** dated 2 March 1945 and AFRO 802/45 dated 11 May 1945. Born 13 August 1916 in Montreal; home in Valois, Quebec; enlisted in Montreal, 24 August 1940. To No.1 ITS, 15 November 1940; graduated and promoted LAC, 9 December 1940; posted 10 December 1940 to No.11 EFTS; graduated 28 January 1941 and posted that date to No.2 SFTS; graduated and promoted Sergeant, 10 April 1941; to Embarkation Depot, 23 April 1941; to RAF overseas, 24 April 1941. Commissioned 17 August 1942. Promoted Flying Officer, 17 February 1943. Promoted Flight Lieutenant, 14 December 1943. Promoted Squadron Leader, 21 December 1943. Repatriated 28 October 1944. To Northwest Air Command, 7 December 1944. To Suffield, 23 January 1945. To No.164 (Transport) Squadron, 7 June 1945. To Release Centre, 16 September 1945. Retired, 1 October 1945. Re-engaged for Interim Force, 27 June 1946 and posted to Eastern Air Command on 10 November 1946. To Goose Bay, 14 November 1946. To Eastern Air Command, 5 January 1947. Released 12 June 1947. DFC presented in Montreal, 25 November 1949.

Squadron Leader MacDonald has completed two tours of operational duty during which his flight has achieved many successes under his excellent leadership. He has destroyed five trains and three vehicles in addition to the probable destruction of one enemy aircraft. In June 1944, during an attack against an armoured car, his aircraft was severely damaged. Undaunted, Squadron Leader MacDonald pressed home his attack and set the vehicle on fire. Despite bad weather he succeeded in flying his crippled aircraft safely back to base. Squadron Leader MacDonald's fine fighting spirit, courage and devotion to duty at all times have been most praiseworthy.

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MacDONALD, F/L John Alexander (J14526) - **Commended for Valuable Services in the Air** - No.13 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 26 January 1914. Home in Montreal; enlisted there 11 September 1941 and posted to No.6A Manning Depot. To No.12 Equipment Depot, 17 October 1941. To No.3 ITS, 5 January 1942; graduated and promoted LAC, 28 February 1942 but not posted to No.11 EFTS until 14 March 1942; to No.13 SFTS, 6 June 1942; graduated and commissioned, 25 September 1942. To No.1 Flying Instructor School, 24 October 1942. To No.13 SFTS, 12 December 1942. Promoted Flying Officer, 1 April 1943. To No.2 SFTS, 14 February 1944. To No.13 SFTS again, 25 February 1944. Promoted Flight Lieutenant, 1 June 1944. To Release Centre, 28 May 1945; released 14 June 1945. Certificate sent 5 July 1945.

This officer has been employed as a flying instructor and flight commander at this unit for about two years. He has devoted himself to his duty in a manner above the average; his efforts and example have contributed very largely to the efficient operation of the training wing.

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MacDONALD, F/L John Bernard (J24124) - **Mention in Despatches** - No.14 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in Sydney, Nova Scotia, 11 June 1922; enlisted there 18 December 1941. Trained at No.3 ITS (graduated 3 July 1942), No.17 EFTS (graduated 9 October 1942) and No.14 SFTS (graduated and commissioned 5 March 1943). Attended No.1 General Reconnaissance School, Summerside, 12 March to 12 June 1943. Arrived in United Kingdom, 1 July 1943; to No.14 Advanced Flying Unit, 27 July 1943; to No.6 (Coastal) Operational Training Unit, 31 August 1943. Promoted Flying Officer, 5 September 1943. Left United Kingdom for Mediterranean, 4 October 1943. Posted to No.14 Squadron, 15 November 1943 to uncertain date; promoted Flight Lieutenant, 1 January 1945. Repatriated to Canada, 2 August 1945; released 20 September 1945. Practiced medicine in Lincoln, New Hampshire and Winchester, Massachusetts, Retired at age 65. Died in Naples, Florida, 1 April 2015. Certificate sent 16 August 1948.

On a form dated 8 July 1945 he stated he had flown 327 hours 55 minutes on operations (53 sorties, the last being on 8 May 1945, although elsewhere there is the suggestion that he left No.14 Squadron about 13 October 1944) plus 368 hours 45 minutes non-operational time. He had flown the following types: Marauder (352.10); Wellington (304.00); Oxford (40.30).

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MacDONALD, W/C John Kennedy Francis (C890) - **Distinguished Flying Cross** - No.6 Group (now No.432 Squadron) - Award effective 19 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 5 January 1917 in Antigonish, Nova Scotia; home there. An engineering student when he enlisted and was commissioned in Halifax, 7 November 1938. Trained at Trenton and Camp Borden, 1938-1939. To No.10 (BR) Squadron, November 1939 (Canteen Officer). On course at Trenton, February to May 1940. With No.8 (BR) Squadron, May 1940 to December 1942 holding down such diverse tasks as Flight Training Officer, Photo Officer, and detachment commander. During this time he rose from Flying Officer to Squadron Leader. To No.149 (TB) Squadron, December 1942. To Halifax, May 1943, reporting in UK, June 1943. Further trained at No.18 (P) AFU (Oxfords, 1 October 1943 to 1 January 1944), No.23 OTU (Wellingtons, 1 January to 28 February 1944), although his MI.9 report says No.22 OTU, Pershore. With No.1659 HCU (Halifaxes, 28 February to 29 April 1944). Reported to No.432 Squadron, April 1944 to become familiarized with bomber operations, commencing operations on 29 April 1944. To No.432 Squadron as Wing Commander and CO, 30 May 1944. Shot down by night fighter, 26/27 July 1944, evaded, regaining Allied lines on 14 August 1944; returned to UK, 20 August 1944. To No.6 Group Headquarters, September 1944. Although entitled to leave in Canada, he declined this for early return to operations. There being nothing in his escape that prevented this, he was returned to No.432 Squadron, October 1944, continuing on operations until February 1945 when he was appointed Base Operations Officer, No.63 Base, and subsequently CO Station Middleton St.George. To Canada, July 1945. DFC presented 2 November 1946. Remained in postwar RCAF; reverting from Group Captain to Wing Commander. At No.2 Air Command, Winnipeg, November 1945 to March 1947. Attended RCAF Staff College. In September 1947 he was posted to North West Air Command Headquarters, Edmonton (Staff Officer Personnel Administration). To Station Sea Island, May 1949. To NWAC as Staff Officer Selection and Manning, July 1949. To Air Transport Command Headquarters, Rockcliffe, July 1950; to Station Lachine as CO, March 1951; to No.426 Squadron as CO, March 1951 to August 1952. Promoted to Group Captain; to No.1 Air Division, August 1952; to AFHQ (Director Air Plans and Programmes), December 1952 to February 1956 when he was took refresher flying training at Station Chatham. To No.3 (F) Wing, Zweibrucken, April 1956 to July 1960. AFHQ (Director of Air Policy), July 1960 to September 1963. Attended National Defence College, Kingston. To AFHQ (Director, Senior Appointments, Air Force), July 1964 to July 1965. Promoted to Air Commodore and assigned supervisory duties over training. To Training Command Headquarters, Winnipeg, January 1966 (Chief of Staff Support Services); to Maritime Command Headquarters, January 1967 (Commander, Maritime Operation Test and Evaluation Unit); Commenced released proceedings, May 1969; honourably released, 5 January 1970. Died in Antigonish, Nova Scotia, 14 January 1986 as per **Airforce Magazine** of July-August-September 1986. Awarded Queen's Coronation Medal, 6 November 1953. RCAF photo PL-42511 (ex UK-19620 dated 16 March 1945) is captioned as follows: "Discussing the last RCAF Bomber Group attack on Cologne before the fall of that city are, left to right, W/C Lawrence

MacKinnon, DSO, DFC, Ponoka, Alberta, G/C J.K. MacDonald, DFC, Antigonish, Nova Scotia, and Major John Nicholson, London England. MacDonald commands the station from which the Moose and Ghost squadrons fly, while MacKinnon is in charge of operations on the same base. Nicholson, a British army officer though he sports an air gunner badge, and has flown on 13 sorties, is the flak expert of the group. The three have been interviewing fliers at interrogation." RCAF photo PL-44558 (ex UK-21883 dated 2 June 1945) shows him on hand to see 15 Lancasters off to Canada; he is at left; W/C M.W. Gall (Lachute, Quebec) who commanded the flight on right. No citation other than that in air operations he had "displayed outstanding bravery, fortitude and devotion to duty, setting an example of a high order." DHist file 181.009 D.1513 (RG.24 Vol.20600) has recommendation for immediate award dated 19 November 1944 when he had flown 22 sorties (98 hours 55 minutes).

On the night of 25/26 of July 1944, while flying on a bombing mission to Stuttgart, Wing Commander MacDonald and crew were attacked by an enemy fighter over France. Their aircraft was set on fire and the flying controls were so badly damaged that the aircraft was almost unmanageable. Wing Commander MacDonald, by superb pilotage, and despite intense heat from the fire, managed to keep the aircraft on an even keel before his crew took to their parachutes.

Before this operation, Wing Commander MacDonald has flown many sorties against some of the enemy's most heavily defended targets. He has led his squadron in an exemplary manner and has won, by his inspiring leadership, the confidence and great respect of all personnel associated with him.

After skilfully evading the enemy in France, he returned to this country. Waiving aside home leave, he elected to continue with his tour immediately. He is now once again commanding his old squadron and, as its commander, is an inspiring example and the personification of leadership and spirit.

NOTE: Public Record Officer WO 208/3349 has his MI.9 evasion report derived from interview of 20 August 1944. The crew were listed as P/O H. Chamberlain (engineer, baled out), F/L R. Kemley (navigator, baled out), F/O M. Grimsey (bomb aimer, baled out), F/O W. Calderwood (radio operator, baled out), Flight Sergeant B. Justavson (mid-upper gunner, baled out), and F/O Wright (tail gunner, bale out, killed on landing).

Under various headings he reported that he had departed Eastmoor at 2115 hours, 25 July 1944. He came down at Juvrainville at 0030 hours. He disposed of his parachute, harness and Mae West by hiding them in a cornfield. Secret documents and equipment were burned in the aircraft.

I was the pilot of a Halifax aircraft detailed to bomb Stuttgart on the night of 25/26 July 1944. We were routed over the East side of the Normandy bridgehead. When on track approximately ten miles northwest of Chateaudun we were attacked by a Junkers 88 without tracer bullets. The attack came from behind and level 10 degrees to port. The visibility was good. The enemy aircraft scored hits on both port engines and bomb bay. Both engines stopped and I believe one engine was knocked out of its mounting. The aircraft then became uncontrollable and a fire started in the rest position.

I gave the order to abandon aircraft on the intercom approximately a minute after we were hit. I heard the Rear Gunner say "Rear Gunner going", then my plug pulled out and I was unable to replace it. The rest of the forward crew took the necessary action. I was the fourth to leave the aircraft through the front hatch, the Flight Engineer having gone back to leave the aircraft from the rear exit. I left the aircraft successfully at approximately 7,500 feet and saw six other parachutes on my down. I followed my burning aircraft to the ground. It appeared to explode shortly before actually striking the ground. I landed on a ploughed field and severely strained my back. Owing to this injury I was unable to move and lay there for about three hours. As it was getting light I managed to crawl towards a cornfield where I dragged my parachute and Mae West, hiding them in the corner. I lay there until about midday and then succeeded in standing up. A farmer was working nearby and I approached him and disclosed myself. He pointed out a wood about one and one-half miles away and told me to hide myself in it. This I did.

At about 1800 hours he turned up with another Frenchman. They brought food and drink and told me to remain where I was until after dark when one of them would return to fetch me. At 2300 hours the second Welshman returned with a cart and took me to his farm which was about three miles west of Villamblain. Here I slept until 0330 hours when the farmer and myself left by bicycle for the village of Villamblain, my back was now easier. I was taken to a merchant's house who fed me. From this point my journey was arranged for me.

This was supplemented by another report based on an interview of 19 August 1944 and actually written up on 8 October 1944.

The merchant where I was taken on 27 July at Villamblain was about 33 years old, five feet eight inches in height and fair. I do not know his name but his shop was a small general store. He took me to a miller at about 0800 hours who lived just across the street from the church. He was about 45 years old, five feet eight

inches in height, ruddy complexion, married with two daughters aged approximately 13 and 17. I do not know his name. He immediately gave me civilian clothes and fed me. About an hour later my mid-upper gunner, Flight Sergeant Justavson, arrived. He was quite fit.

At about 1100 hours a lad of about 20 arrived with instructions for Justavson and myself to accompany him on bicycles to Orgeres. We were taken to the home of M. and Mme. De Laubert, where I found Flying Officer Calderwood, my wireless operator, who had arrived the previous day. On our arrival at the De Laubert's I met Jean Bapiste Lecourier, who I gathered was chief of the local Resistance. About one hour later he took Justavson and myself to the house of Mme. Clare Malaure. These people were butchers and her brother Edouard Pinsard was running the business.

We stayed in this house for about 11 days. Whilst here I was told that arrangements were being made by M. Picourt in Chartres, a chemist who was an ex-French army officer, 44 years old. He told me he belonged to the French Intelligence and since 1940 had been instructed in passing information of value to Allied Intelligence by means of radio. It appears that he is now wanted by the Gestapo. On 9 August he stated he was leaving to take an active part in the organisation of the Maquis in Chartres area. I also gathered from him that the Maquis were very active in sabotaging German troop movements, lines of communication and ammunition dumps in the Chartres area. He was arranging to take us to Paris from where we were to be taken to England by air. The contact in Paris was a Belgian by nationality and was alive on 9 August.

On 2 August another airman was brought in by a gendarme from Orleans. His name was Sergeant Balfour, A., a flight engineer from a Lancaster aircraft shot down on route to Stuttgart on 24/25 July. On the 11th day M. Picourt arrived and told us that the contact through Paris had not materialised. He prepared now to take us near the lines as possible towards Mortagne which he understood was in American hands.

We moved to Chartres on bicycles, Calderwood and myself went ahead with Francois De Laubert (son) as guides, followed by Justavson, Balfour and Picourt starting half an hour later. Reaching a point three miles south of Chartres, we waited for Picourt. When he arrived he took us on to Chartres and Laubert returned to Orgeres. On the outskirts of Chartres we met M. Picourt's wife and two sons. The elder then took us to a house two miles west of Chartres where we stayed the night.

Next morning we were joined by Justavson and Balfour and then M. Picourt arrived at 1100 hours. That afternoon Calderwood and myself, together with an ex-air force officer whose name I do not know, left for Courville-sur-Eure followed an hour later by Picourt, Justavson and Balfour. We rendezvoused immediately west of Courville and the French air force officer returned to Chartres. Picourt returned to Courville and after being away an hour he picked us up where we had waited by the road, bringing with him a M. Chateau, an ex-French army officer who had the Croix de Guerre.

We then moved in the acknowledged method (i.e. separated in groups) to the village of Bille Blon. Here we were taken to the house of M. Chateau where we stayed until picked up by an American reconnaissance patrol on the evening of 14 August. They moved us to Le Mans and up north to St. James approximately 20 kilometres south of Auranches [Avranches ?]. Nowhere could we find any information as to where we should report.

From St. James, which was a fighter air strip, the operations officer on the advice of his intelligence officer sent us to Rennes (A.22 Air Strip). Calderwood succeeded in getting on to an aircraft at A.22 and so on to the UK presumably. I spent two nights at Rennes making enquiries as to where to report. I imagined the interrogation centre would be in London and I was looking for transport to get me there. Eventually I was taken to T.2 airfield northeast of Bayeux where we were directed to IS.9 (WEA) after having spent four days searching for it.

A further report based on "Loss of Bomber Aircraft" questionnaire lists the crew - W/C J.K.F. MacDonald, F/L H.J.S. Kenley (navigator), F/O W. Calderwood (WOP), P/O O.H. Chamberlain (flight engineer), F/O N.F.C Grimsley or Gumsby, RCAF (bomb aimer), Flight Sergeant B.R. Justason, RCAF (mid-upper gunner, killed) and F/O S.P Wright (rear gunner, killed). The aircraft was Halifax NP687 (QO-A). This had a brief narrative:

All the informants made satisfactory descents and landed in fields near the village of Villainblanc and Jouvraunville, about 10-12 miles southeast of Chateaudun. Six of the nine 500-pound bombs including two long delay bombs carried did not go off in the crash. The pilot warned the French of the danger of these but they disregarded his advice and when the long delay bombs eventually went off six persons were killed.

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MacDONALD, F/O John Robert (J16282) - **Distinguished Flying Cross** - No.98 Squadron - Award effective 18 January 1945 as per **London Gazette** dated 26 January 1945 and AFRO 471/45 dated 16 March 1945. Born 12 November 1917 in Calgary; home there (bank employee); enlisted in Edmonton, 11 September 1940. To No.119 (BR) Squadron for non-flying duty, 8 October 1940. To No.1 ITS, 15 January 1941; graduated and promoted LAC, 21 February 1941; posted that date to No.9 EFTS; graduated 22 April and posted to No.1 Manning Depot; to No.9 SFTS, 2 June 1941; graduated and promoted Sergeant, 15 July 1941. To Embarkation Depot, 16 July 1941; to RAF overseas, 14 August 1941. Commissioned 2 December 1942. Promoted Flying Officer, 2 June 1943. Flew two tours. Repatriated to Canada, 30 November 1943. To No.34 OTU, 13 December 1943. To "Y" Depot, 31 May 1944. Taken on strength of No.3 PRC, Bournemouth, 16 June 1944. Repatriated again, 27 November 1944. Promoted Flight Lieutenant, 2 December 1944. Released 1 March 1945. DFC presented 11 September 1946. RCAF photo PL-31254 (ex UK-13313, 10 August 1944) has the following caption: "F/O Freddie E.G. Carmichael, DFC (RAF 139386), 33-year old navigator of Sudbury, Ontario (left) and F/O J.R. MacDonald (J16282), 28-year old pilot of 10532 126th Street, Edmonton, who have rejoined their old RAF Mitchell medium bomber squadron of the AEF after one tour of operations. They were screened for a while - and MacDonald returned to Canada for a month - after their machine crashed in England returning from a sortie over enemy occupied territory and Carmichael was awarded his DFC for the gallantry and courage he displayed."

Throughout two tours of operational duty Flying Officer MacDonald has displayed outstanding ability and great courage. He has led many attacks against important and well defended targets, pressing home his attacks in the face of heavy enemy opposition. A reliable and courageous pilot, this officer has achieved many successes.

NOTE: Public Records Office Air 2/9045 has recommendation dated 10 November 1944 when he had flown 51 ½ sorties (138 hours 45 minutes) with some added details:

This officer has completed two tours of operations, the second of which lasted two months, during which period he carried out 32 ½ operations. Flying Officer MacDonald has led many attacks against important, well defended targets, in the course of which he has always shown great determination in pressing home the attacks, many times in the face of heavy enemy opposition. In view of this officer's outstanding ability and courage I strongly recommend him for the award of the Distinguished Flying Cross.

To this, on 13 November 1944, G/C C.R. Dunlap adds:

This officer, throughout his second tour of operations, was employed on

numerous occasions as Formation Leader. His ability to fulfil this role was second to none, and he was untiring in his efforts to achieve accuracy during attack, and to eliminate all possible causes of error. He at all times took a keen and watchful interest in those who flew under his leadership, and through his careful consideration in this direction he established a fine spirit of goodwill and loyalty amongst the members of the Flight. In recognition of his meritorious service I recommend him for the award of the Distinguished Flying Cross.

RCAF Press Release No.2889 dated 5 October 1943, from a F/L Field, reads:

Prompt action, despite injuries, on the part of Flying Officer Freddie E.G. Carmichael, 31-year-old navigator of 189 Worthington Crescent, Sudbury, Ontario, was responsible for the saving from more serious injury, if not the lives, of his skipper and one of the air-gunners of his Mitchell bomber which was forced to crash land in England after a daylight raid on an ammunition dump in enemy occupied France.

A member of the RAF (139386), since he had crossed to Britain before the war to take up employment as a sheet metal worker, Freddie limped back to his station after refusing to spend more than one day in hospital. "The flak got on to us just as we were going in to bomb," he related. "I knew one of our engines had been hit because the aircraft suddenly went out of control. But just as quickly, MacDonald, our skipper, had it in hand again and we carried on. As I was bending over the bomb sight, the flak caught us again and shrapnel smashed through the Perspex nose ripping all around me and tearing off my goggles. But we bombed and then turned for home. As we crossed the Channel losing height, I knew we'd have to crash land. The rear-gunner came up forward and we braced ourselves for the impact. Our first touchdown was slight but the next moment, we were jumping across a small dyke and as soon as we hit for the second time, our port engine and wing burst into flames. The fire was sweeping back over the nose and MacDonald got stuck getting out. His helmet, I remember I noticed, was just beginning to singe. I pushed and pushed and got him clear. One of the gunners had been thrown clear of the aircraft as we crashed but as I walked away from the kite I saw the other gunner struggling to free himself. I rushed back and found his harness had caught. I wrenched him clear and that was that. I only damaged my ankle a little. There was nothing for me to stop in hospital with."

Pilot Officer J.R. MacDonald, the 25-year-old pilot, whose home is at 10532-128th Avenue, Edmonton (J16282), and known to many golfers for he used to

coach at the Highlands Golf Club, also returned to the station a day or two afterwards admitting a burnt hand and a little burnt hair. "Freddie certainly got me out of a hot spot", he said. "The flak we caught over the target was very accurate and one hit put out our port engine for good. We were hit again as we were bombing which didn't improve our flying ability. I had hoped to reach base but, being unable to feather the propeller of the port engine, it was dragging us down. As the hydraulics had also been damaged and I could not get the wheels down, a crash landing was inevitable. The ditch we encountered put paid to a good touch down. Anyway, we all got clear save for a few burns and scratches and, in a few weeks our crew will be flying again. Freddie certainly did a good job pushing me clear and getting out the RAF air-gunner."

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MACDONALD, F/L Joseph Alban (J22550) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 17 November 1913 in North Bedeque, Prince Edward Island; home there or Ottawa; enlisted Ottawa, 16 September 1941. Granted Leave Without Pay until 6 October 1941 when posted to No.1 Manning Depot. To No.1 Training Command, 31 October 1941. To No.5 ITS, 23 November 1941; graduated and promoted LAC on 16 January 1942; posted that date to No.6 AOS; graduated 25 April 1942 and posted to No.5 BGS; graduated 6 June 1942 and posted to No.1 ANS; graduated and commissioned 20 July 1942. To Ferry Command, 6 June 1942; to RAF overseas, 6 August 1942. Promoted Flying Officer, 20 January 1943. Repatriated 7 February 1945. Released 20 March 1945. DFC presented 2 December 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". Public Records Office Air 2/9026 has recommendation dated 11 July 1944 when he had flown 27 sorties (26 of them successful) totalling 169 operational hours, 11 June 1943 to 24 June 1944.

11 June 1943 - Dusseldorf
12 June 1943 - Bochum
14 June 1943 - Oberhausen
21 June 1943 - Krefeld
28 June 1943 - Cologne
15 August 1943 - Milan
23 August 1943 - Berlin
31 August 1943 - Berlin
17 Sept 1943 - Anther Viaduct
23 December 1943 - Berlin

1 October 1943 - Hagen
8 October 1943 - Hanover
20 January 1944 - Berlin
27 January 1944 - Berlin
15 February 1944 - Berlin
20 February 1944 - Stuttgart
25 February 1944 - Augsburg
1 March 1944 - Stuttgart
22 April 1944 - Brunswick
24 April 1944 - Munich
29 April 1944 - Bordeaux
28 May 1944 - St.Germaine
3 June 1944 - Ferme d'Urville
6 June 1944 - Argentan
19 June 1944 - Wattel (recalled)
21 June 1944 - Gelsenkirchen
24 June 1944 - Pas de Calais

Flight Lieutenant Macdonald has completed 26 successful sorties, including attacks on Berlin (six times), Dusseldorf, Cologne, Hanover, Stuttgart, Augsburg, Brunswick and Munich. He has been actively engaged in operations for over a year, during the greater part of which time he has filled with outstanding success the appointment of Bombing Leader of the squadron.

He has always shown calm courage in pressing home his attacks and his skill and devotion to duty have been a fine example to his Section. For his unflinching enthusiasm and excellent leadership over a long period of operations, coupled with his skill and courage in the face of the enemy he is recommended for the award of the Distinguished Flying Cross.

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MacDONALD, F/O Kenneth Archibald (J85326) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 27 January 1915 in Cobalt, Ontario; home in Brampton, Ontario. Served in Royal Canadian Engineers. Enlisted in North Bay, Ontario, 13 September 1941. To No.1 Manning Depot, 15 October 1941. To Mountain View. 22 November 1941. To No.5 ITS, 25 April 1942; graduated and promoted LAC, 20 June 1942 but not posted to No.13 EFTS until 15 August 1942; graduated 9 October 1942 and posted next day to No.1 SFTS; 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 29 February 1944. Promoted Flying Officer, 29 June 1944. Promoted Flight Lieutenant, 1 November 1944. Repatriated 26 September 1945. Retired 8 November 1945. DFC sent by registered mail, 10 March 1949. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3080 (RG.24 Vol.20636) has recommendation dated 18 August 1944 when he had flown 35 sorties (184 hours 35 minutes), 10 November 1943 to 25 July 1944 (98 "points").

This officer has completed a total of thirty-five operations, several of which have been to heavily defended German cities. He has at all times displayed the highest degree of courage. His cheerful, quiet manner, his high degree of skill and his great devotion to duty have been an example to all crews.

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MacDONALD, F/L Leonard Vincent (J27213) - **Commended for Valuable Services in the Air** - No.2 ANS - Award effective 11 August 1945 as per **Canada Gazette** of that date and AFRO 1453/45 dated 14 September 1945. Born 13 September 1913. Enlisted in Montreal, 18 September, 1939 as Master Motor Mechanic Transport. To Rockcliffe, 11 January 1940. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 21 November 1940. To No.9 SFTS, 9 January 1941. Promoted Sergeant, 1 October 1941. To No.2 SFTS, 25 February 1942. Reclassified as Tractor Operator, 1 March 1942. Remustered to aircrew, and posted on 1 August 1942 to No.5 ITS; may have graduated 10 October 1942 but not posted to No.13 EFTS until 7 November 1942; may have graduated 10 January 1943 but not posted to No.2 SFTS until 23 January 1943; graduated and commissioned, 11 June 1943. To No.1 CNS, 25 June 1943. Promoted Flying Officer, 11 December 1943; to No.2 ANS, 5 May 1944; promoted Flight Lieutenant, 6 March 1945. Posted to Mountain View, 7 July 1945. To No.1 ANS, 28 July 1945. To Toronto, 23 January 1946. To No.1 Release Centre, 7 February 1946. Retired 13 February 1946.

Flight Lieutenant MacDonald has been on the strength of this unit for the last twelve months, during which time he has served continuously as Deputy Flight Commander and Flight Commander. His ability as a pilot is above the average and as an officer he has shown sterling qualities of leadership and ability. In his work he has displayed unusual thoroughness, efficiency and reliability, seldom found in one man, and by his conduct and example he has set a very high standard for those under his command.

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MacDONALD, F/L Malcolm William (J25401) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 13 September 1917 in Stornoway, Quebec; home in Fitch Bay, Stanstead County, Quebec (bank clerk); enlisted in Ottawa, 15 June 1940 as Clerk/Accounts; to Technical Training School, St. Thomas, 28 June 1940. To No.3 Training Command, 31 July 1940. Promoted AC1, 15 September 1940, Promoted LAC, 1 January 1941. Promoted Corporal, 1 March 1941. To No.3 ITS, 10 March 1941. Promoted Sergeant, 1 October 1941. To No.9 Repair Depot, 28 October 1941. Promoted Flight Sergeant, 1 May 1942. Remustered to aircrew and posted to No.5 ITS, 18 July 1942; may have graduated 12 September 1942 but not posted to No.13 EFTS until 10 October 1942; may have graduated 11 December 1942 but not posted to No.2 SFTS until 27 December 1942; graduated and commissioned 16 April 1943. To No.1 GRS, 23 April 1943. To "Y" Depot, 17 July 1943. To United Kingdom, 20 July 1943. Promoted Flying Officer, 16 October 1943. Promoted Flight Lieutenant, 16 April 1945. Repatriated 4 September 1945. Retired 16 October 1945. DFC presented 5 October 1947. Died in Stanstead, Quebec, 12 July 2009 as per "Last Post" in **Legion Magazine** of March/April 2010. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". Photo UK-18899 shows him in a group. Public Records Office Air 2/9081 has recommendation dated 18 March 1945 when he had flown 40 sorties (203 hours). NOTE: Sortie sheet not sent from England.

Flight Lieutenant MacDonald has taken part in forty operations against Germany and enemy occupied territory. He has attacked such heavily defended targets as Chemnitz, Magdeburg, Saarbrucken, etc.

He is an excellent pilot who has shown throughout his tour a fine determination to reach his objective and press home his attack. His outstanding ability and strong sense of duty has set a fine example to his fellows. It is considered that his record and achievement merits the award of the Distinguished Flying Cross.

RCAF photo PL-42056, circa 20 February 1945, has the following caption: "With Canadians flying in the Royal Air Force. Flight Sergeant M.S. McGee, wireless operator, of North Devon, New Brunswick (200 St. Mary's Street), centre above, drives home his argument to four other Canadians flying in the same Halifax bomber squadron. His attentive listeners are, from left, F/L M.W. MacDonald, pilot, of Verdun, Quebec (488-First Avenue), P/O W.J. Law, wireless operator, of Brownsburg, Quebec, Warrant Officer J.D. Menard, bomb aimer, of Montreal (3410 Kensington Avenue) and F/O J.M. Baillargeon, another bomb aimer, of Sherbrooke, Quebec (8 Minto Street).

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MacDONALD, Sergeant Murray Dale (R64932) - **British Empire Medal** - No.2 ANS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 8 January 1916 in Moncton, New Brunswick (RCAF press release announcing award). Auto salesman before war (Commercial Equipment Limited in Moncton). Enlisted in Moncton, 22 August 1940 as Aero engine mechanic. To Technical Training School, St. Thomas, 27 September 1940. Promoted AC1, 8 February 1941. To No.8 SFTS, 12 February 1941. Promoted LAC, 8 May 1941. Promoted Corporal, 1 June 1942. Promoted Sergeant, 1 April 1943. To No.31 GRS, 17 January 1944. To No.1 Air Command, 8 July 1945. Retired 8 October 1945. Medal sent by registered mail. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 7) has citation.

This non-commissioned officer, an outstanding aero engine mechanic, has, through his ceaseless efforts, maintained this unit's aircraft engines in perfect condition. He has contributed many excellent ideas which have been adopted. A tireless worker, he has given much of his normal after-duty time towards the improvement of his section. By his splendid devotion to duty, initiative and efficiency he has made a valuable contribution to the training of aircrew carried out at this school.

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MacDONALD, F/O Norman Daniel (J86993) - **Distinguished Flying Cross** - No.640 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 12 January 1916 in London, Ontario; home there (clerk). Formerly in Royal Canadian Artillery. Enlisted in London, Ontario, 14 May 1941 and posted to No.1 Manning Depot. To No.1 SFTS (guard), 9 June 1941. To No.4 WS, 3 August 1941; promoted LAC, 4 September 1941; graduated 14 March 1942 when posted to No.3 BGS; graduated and promoted Sergeant, 3 April 1942. To "Y" Depot, 14 April 1942. To RAF overseas, 30 April 1942. Promoted Flight Sergeant, 13 October 1942. Promoted WO2, 13 April 1943. Promoted WO1, 13 October 1943. Commissioned 28 June 1944. Promoted Flying Officer, 20 December 1944. Repatriated 8 June 1945. To No.1 Air Command, 20 June 1945. To No.1 WS, 31 July 1945. Retired 1 October 1945. Medal presented 14 June 1949.

Flying Officer Macdonald has completed a large number of operational sorties. Many of his attacks have been made against strongly defended targets such as Cologne, Salerno, Taranto, Magdeburg, Essen and Duisburg. On one occasion during a night attack against Chemnitz his aircraft was damaged severely by anti-aircraft fire which rendered the rear turret and the inter-communication system unserviceable. His aircraft was intercepted by an enemy fighter which made

repeated attacks. The fighter was beaten off largely owing to the vigilance and ability of this officer who handled his guns with cool determination and gave clear and concise directions to his captain. Throughout his operational career this officer has displayed a fine fighting spirit and his courage and skill have been worthy of the highest praise.

NOTE: Public Records Office Air 2/9137 has recommendation dated 4 May 1945 which has sortie list and a more extended description of his career. He had flown 62 sorties (379 hours 12 minutes). A first tour lasted from 1 January 1943 to 13 August 1943 (29 sorties, 174 hours 20 minutes) but is not itemized on the document. Remaining sorties are listed; those flown 2 October to 18 November were with No.424 Squadron; balance with No.640 Squadron:

No.424 Squadron

2 October 1943 - Naples (5.40)
3 October 1943 - Cozena (5.25)
5 October 1943 - Taranto
7 October 1943 - Florence (8.45)
10 October 1943 - Porto-Sivitanova (5.35)
13 October 1943 - Naples (5.40)
15 October 1943 - Ortona (6.05)
18 October 1943 - Rimini (4.55)
20 October 1943 - Cagliari (4.45)
25 October 1943 - Arezzo (5.15)
28 October 1943 - Pistora (5.45)
30 October 1943 - Bologna (8.05)
3 November 1943 - St. Severo (5.00)
10 November 1943 - Salerno (6.20)
15 November 1943 - Naples aerodrome (5.40)
18 November 1943 - Salerno railway junctions (6.10)
12 December 1943 - Essen (5.14)
17 December 1943 - Duisburg (6.02)

No.640 Squadron

5 December 1944 - Soest (6.34)
14 January 1945 - Saarbrücken (6.37)
16 January 1945 - Magdeburg (5.34)
28 January 1945 - Stuttgart (7.33)
27 December 1944 - Opladen (5.15)

29 December 1944 - Koblenz (6.01)
2 February 1945 - Wanne Eickel (5.25)
4 February 1945 - Gelsenkirchen (5.15)
13 February 1945 - Bohlen (7.57)
14 February 1945 - Chemnitz (8.21)
27 February 1945 - Mainz (6.25)
3 March 1945 - Kamen (6.14)
5 March 1945 - Chemnitz (8.44)
15 March 1945 - Hagen (5.57)
24 March 1945 - Gladbeck (5.44)

Flying Officer MacDonald has now completed 62 major operations as a Wireless Operator/Air Gunner in Bomber Command. Forty-six of these sorties were flown from Great Britain, and 16 when he was based in North Africa, these latter sorties being made against Italy's most strongly fortified targets such as Bologna, Salerno, Taranto, Ortona, etc.

He has completed 17 sorties with No.640 Squadron, consisting of attacks on such distant and heavily defended targets in Germany as Stuttgart, Chemnitz (twice), Magdeburg, Essen, Duisburg, etc. Throughout his operational career this officer has displayed a fine offensive spirit, and his courage, skill and determination in action have been an inspiration to his squadron.

During a night attack on Chemnitz in February 1945, Flying Officer MacDonald was flying as mid-upper gunner when his Halifax aircraft was severely damaged by an anti-aircraft fire [burst] which rendered the rear turret and intercommunication system unserviceable. Shortly after leaving the target his aircraft was intercepted by an enemy fighter which made repeated attacks, but due entirely to the vigilance and ability of Flying Officer MacDonald, who handled his guns with cool determination and gave clear and concise directions to his captain by means of the emergency system, the fighter was beaten off.

For his fine record of achievement, dogged determination and devotion to duty, it is recommended that Flying Officer MacDonald be awarded the Distinguished Flying Cross.

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MacDONALD, F/O Norman James (J26108) - **Distinguished Flying Cross** - No.57 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO

508/45 dated 23 March 1945. Born 5 July 1921 in Marble Mountain, Nova Scotia; home there (but large white card at DHist gives home as Vancouver). Enlisted in Vancouver, 4 June 1941 as Clerk-Stenographer and posted to No.1 Manning Depot. To unclear posting, 12 July 1941. To No.13 Operational Training Squadron, 30 August 1941. To No.147 Squadron, 27 June 1942. Remustered to aircrew and posted to No.4 ITS, 31 July 1942; may have graduated 25 September 1942 but not posted to No.5 EFTS until 7 November 1942; graduated 30 December 1942 but not posted to No.3 SFTS until 8 January 1943; graduated and commissioned, 30 April 1943. Dates of overseas posting and repatriation unclear. Promoted Flying Officer 30 October 1943. Retired 29 April 1945. DFC presented 27 March 1949. Died in Toronto, 21 November 1997. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9039 has recommendation dated 19 October 1944 when he had flown 33 sorties totalling 189 hours 30 minutes.

2 June 1944 - Saumur (6.05)
3 June 1944 - Ferme d'Urville (3.50)
4 June 1944 - Maisy (4.05)
5 June 1944 - La Pernelle (4.30)
7 June 1944 - Cerisy (4.40)
9 June 1944 - Etampes (4.30)
12 June 1944 - Caen (4.40)
27 June 1944 - Mimoyecques (3.05)
4 July 1944 - St.Leu d'Esserent (4.05)
7 July 1944 - St.Leu d'Esserent (4.35)
12 July 1944 - Chaumont (8.30)
14 July 1944 - Villeneuve (7.05)
24 July 1944 - Stuttgart (8.25)
25 July 1944 - Stuttgart (8.50)
28 July 1944 - Stuttgart (8.25)
30 July 1944 - Aunay-sur-Odon (5.10)
31 July 1944 - Joigny (5.25)
2 August 1944 - Trossy St.Maximim (4.15)
3 August 1944 - Trossy St.Maximim (4.20)
5 August 1944 - St.Leu d'Esserent (4.25)
25 August 1944 - Darmstadt (8.40)
26 August 1944 - Konigsberg (10.45)
29 August 1944 - Konigsberg (11.05)
2 Sept 1944 - Brest (5.25)
9 Sept 1944 - Munchen (4.30)
11 Sept 1944 - Le Havre (3.55)

11 Sept 1944 - Stuttgart (7.00)
17 Sept 1944 - Boulogne (3.20)
18 Sept 1944 - Bremerhaven (4.25)
19 Sept 1944 - Munchen (4.20)
23 Sept 1944 - Handorf (5.15)
29 Sept 1944 - Karlsruhe (7.05)
7 October 1944 - Flushing (2.45)

Flying Officer MacDonald has completed 33 sorties against heavily defended targets in Germany, including Stuttgart four times, Konigsberg twice, Munchen Gladbach twice, Darmstadt, Karlsruhe, Bremerhaven, also against targets by day and by night in enemy occupied territory.

On all of these attacks he has shown himself to be an outstanding pilot and captain of aircraft. On two occasions the aircraft in which he was flying was coned by searchlights while on its bombing run up to the target. Nevertheless, Flying Officer MacDonald continued his bombing run and photographic evidence shows that on both occasions he successfully bombed the aiming point. Other photographs show that on nearly every occasion he has successfully bombed the target for which he has been detailed.

This officer has been an outstanding captain of aircraft. He has always taken a keen interest in his crew and has personally supervised their training and physical fitness. Due to his enthusiasm and interest in his crew, Flying Officer MacDonald has completed a very successful tour of operations without any outstanding incidents. His devotion to duty and determination to press home attacks on every occasion have been an inspiration to other captains in the squadron. He is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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MacDONALD, P/O (now F/O) Ralph James (J13471) - **Air Force Cross** - No.8 SFTS - Award effective 1 January 1943 as per **Canada Gazette** dated 9 January 1943 and AFRO 55/43 dated 15 January 1943. Born in Saskatoon, Saskatchewan, 25 February 1920. Enlisted in Vancouver, 26 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 2 November 1940; posted next day to No.8 EFTS; to No.4 SFTS, 22 December 1940; graduated and promoted Sergeant, 17 March 1941. Retained at No.4 SFTS until 22 June 1941 when posted to No.8 SFTS. Promoted WO2, 17 March 1942. Commissioned 1 August 1942. Promoted Flying Officer, 1 November 1942. To No.3 Flying Instructor School, 18 June 1943. To No.24 EFTS, 25 August

1943. To No.2 Flying Instructor School, 4 December 1943. Promoted Flight Lieutenant, 1 March 1944. To "Y" Depot, 30 April 1944. Further wartime postings uncertain. Rejoined as pilot, 7 February 1952 (42866). Medal presented 16 April 1943. The following citation found in Governor General's Records, RG.7 Group 26, Volume 57, file for 1943.

For fifteen months Pilot Officer MacDonald has been an aggressive instructor, producing outstanding pilots of good quality. He has completed 1,160 hours flying during his employment as an instructor and has displayed splendid devotion to duty and keenness for the job in hand.

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MacDONALD, Sergeant Robert James (R140676, later J86305) - **Distinguished Flying Medal** - No.101 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2437/43 dated 26 November 1943. Born in Basswood, Manitoba, 23 August 1920; home there (farmer); enlisted Winnipeg, 13 November 1941. To No.2 Manning Depot, 28 December 1941. To No.1 Training Command, 13 March 1942. To No.16 SFTS (guard), 31 March 1942. To No.6 ITS, 25 April 1942; graduated and promoted LAC, 26 May 1942 although he had been posted to Trenton, 20 May 1942; to No.3 BGS, 20 June 1942; graduated and promoted Sergeant, 14 August 1942. To "Y" Depot, 15 August 1942. To RAF overseas, 26 October 1942. Promoted Flight Sergeant, 14 February 1943. Promoted WO2, 14 August 1943. Commissioned 8 May 1944. Repatriated 29 September 1944. Promoted Flying Officer, 8 November 1944. To No.3 BGS, 14 November 1944. To No.1 BGS, 3 February 1945. To No.165 (Transport) Squadron, 19 June 1945. To No.5 Release Centre, 31 October 1945. Retired 7 November 1945. Medal sent by registered mail.

More than half of the sorties completed by this airman have been raids on the heavily defended industrial centres in the Ruhr area. He has proved himself throughout to be a keen and capable air gunner whose vigilance and devotion to duty have helped not only to ensure the safety of his crew and aircraft but also to achieve success on many sorties by careful and determined attention to his guns. Both before and during operations he has taken pains to ensure that no failure should occur.

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MacDONALD, WO2 (now P/O) Robert William (R64946/J37357) - **Mention in Despatches** - No.10 Squadron (Canada) - Award effective 1 January 1944 as per **Canada Gazette** and **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 10 April 1922 at Jacksonville, New Brunswick (RCAF press release 2659 announcing award). Home in Woodstock, New Brunswick; attended Vocational School for one year but had no employment

record; enlisted in Moncton, 24 August 1940. Posted to No.1 Manning Depot on enlistment; to No.1 Equipment Depot, Toronto, 10 December 1940; to No.1 WS, Montreal, 5 January 1941. Promoted LAC, 3 February 1941; graduated 26 May 1941 and posted to No.3 BGS, Macdonald. Graduated and promoted Sergeant on 24 June 1941. To No.119 Squadron, Yarmouth, 11 July 1941. To No.10 (BR) Squadron, 5 September 1943. Commissioned with effect from that date (APR List of 8 November 1943). Killed in flying accident, Liberator 3701 of No.10 (BR) Squadron, 20 October 1943.

Warrant Officer MacDonald by his great skill and perseverance has established a reputation as an outstanding Wireless Operator. His operational record is extensive and he has at all times displayed keenness, devotion to duty and willingness to work under any and all conditions.

He was recommended for an Air Force Medal on 24 August 1943. The form has "Medal" struck out and "Cross" substituted. At the time he had flown 1,100 hours (258 hours in previous six months), of which 781 operational hours (152 sorties). The original submission by S/L J.M. Young read:

WO2 MacDonald has served as a Wireless Operator and Air Gunner on the East Coast since early 1941. During this time he has participated in many operational sorties. He has succeeded in surmounting numerous odds by his great skill, keenness and perseverance. His untiring efforts to better himself and his fellow members have earned him the praise, admiration and respect of all who contact him.

On 1 September 1943, G/C Clair Annis (Station Commander) wrote:

This Non-Commissioned Officer came to the VLR Squadron from a unit which had been equipped with Bolingbroke, then with Hudson aircraft. In spite of the poor communication equipment of these aircraft he was able to establish for himself a reputation as an outstanding wireless operator. His operational record is extensive and marked by a very high order of keenness, devotion to duty and willingness to work and fly under any or all conditions.

On 10 September 1943, Air Vice-Marshal G.O. Johnson (Air Officer Commanding, Eastern Air Command) wrote, "Recommended for DFC." However, on 11 October 1943 at AFHQ, G/C D.E. MacKell (Director of Personnel) wrote the decision of the Honours in War Committee: "It was not considered that the DFC was warranted. Recommended for Mention in Despatches". Air Marshal L.S. Breadner concurred, 12 October 1943.

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MacDONALD, F/L Roderick Wray (J9156) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 20 June 1945 as per **London Gazette** dated 29 June 1945 and AFRO 1453/45 dated 14 September 1945. Born 4 August 1921 in Victoria but raised in Ottawa; home in Toronto (lab assistant). Formerly in Royal Canadian Engineers. Enlisted in Toronto, 6 November 1940. To Rockcliffe, 15 December 1940. To No.1 ITS, 17 March 1941; graduated and promoted LAC, 10 April 1941 when posted to No.1 EFTS; ceased training and posted to Trenton, 13 May 1941; to No.3 AOS, 23 June 1941; graduated 15 September 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 27 October 1941; posted next day to No.1 ANS; graduated and commissioned, 25 November 1941. To No.1 AOS, 19 December 1941. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 25 October 1942. To RAF overseas, 31 October 1942. Promoted Flight Lieutenant, 24 November 1943. Repatriated 18 June 1945. To No.14 SFTS, 21 August 1945. To No.8 Release Centre, 1 September 1945. Retired 6 October 1945. Obituary stated he had flown 63 sorties. Graduated from University of British Columbia with a degree in Law and practiced for over 50 years. He was president of the UBC Alumni in 1966 and received the Transportation Lawyers Association Lifetime Achievement Award. Died in West Vancouver, 21 August 2008. Invested with DFC by Lieutenant Governor of British Columbia, in Vancouver, 29 January 1947. RCAF photo PL-40814 (ex UK-16678 dated 4 December 1944) is captioned as follows: "Li'l Abner, Pansy Yokum, and the rest of Al Capp's favourites occupy an honoured place on the fuselage of the RCAF's City of Edmonton Squadron's Mosquitos. Drawn by one of the ground crew they are clever adaptations of the famous comic strip. Here Mammy Yokum has Hitler on a tray all ready to be served up to some fate or other. The airmen admiring the cartoon on their aircraft from left to right are F/O R.D. Thomas of Vancouver, pilot, and F/L Wray MacDonald of Toronto, navigator."

As navigator, Flight Lieutenant MacDonald has taken part in a large number of operational missions. On one occasion in October 1944, during an attack on an airfield in Czechoslovakia, he shared with his pilot in the destruction of three enemy aircraft and damaged three others. In addition he has participated in the destruction of one flying bomb and twenty-two transport vehicles as well as causing considerable damage to the enemy's lines of communication. Throughout his operational career this officer has displayed outstanding navigational ability and a fine fighting spirit.

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MacDONALD, F/L Shirley Graeme Kenney (C3564) - **Commemorative Medal (Norway)** - effective 3 July 1945 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Repeated, **Canada Gazette** dated 12 June 1948 and AFRO 371/48. Card at DHist says effective 15 February 1944 but statement of service on file says it was 3 August 1943 citing

AFHQ Signal P.3193 dated 18 February 1944 and DRO entry 55/44; the same file states that he held a Knighthood of the Order of St. Olav of Norway from 10 September 1935 (proclamation or certificate on file). Born in Montreal, 24 October 1902. Prewar he was a barrister and solicitor and for fourteen years a Trade Commissioner to Norway, Denmark, Finland and 17 locations in Latin America including French Colonies and West Indies. Military service had included Lieutenant, COTC, University of Alberta (27 May 1926), Lieutenant, Calgary Highlanders (11 December 1928) and resigning commission, 12 November 1930 "due to leaving the country on government service." Home in Toronto; enlisted there 11 December 1940 and commissioned Flying Officer that date. To No.1 Manning Depot, 2 January 1941. To Station Trenton, 17 January 1941 for Administration course. To No.1 Training Command Headquarters, Toronto, 16 February 1941. To RCAF Headquarters, Ottawa, 18 April 1941. Promoted Flight Lieutenant, 15 September 1941. To No.1 Training Command Headquarters, 15 August 1943. To No.4 BGS, 19 September 1943. To No.16 SFTS, 22 September 1943 as Adjutant. To "Y" Depot, 2 July 1944. Taken on strength of No.3 PRC, Bournemouth, 11 July 1944 (actually the date he embarked at Halifax). Disembarked in Britain, 18 July 1944. To No.6 Group Headquarters, 4 August 1944. Attached to No.63 Base and No.429 Squadron, 5-17 August 1944. Attached to Wombleton, 17-31 August 1944. To No.61 Base, 31 August 1944. Embarked for Canada again, 22 October 1944. Repatriated 28 October 1944. To No.3 Release Centre, 1 January 1945. Retired 9 January 1945. Minutes of the Tenth Meeting, Awards Coordination Committee, held in Ottawa on 23 July 1943 indicate the award of this medal was approved at that time to F/L S.G.K. MacDonald, Canadian Liaison Officer to Norwegian Air Force Training Centre, Toronto, and to his assistant, Corporal T.L. Hardwell (DND Naval Services file 1078-15-5, National Archives of Canada RG.24, Volume 4059. Died in Edmonton, 9 February 1984 as per **Legion Magazine** of September 1984.

MacDONALD, F/L Shirley Graeme Kenny (C3564) - **King Haakon VII's Medal of Liberation (Norway)** - Awarded as per **Canada Gazette** dated 12 June 1948 and AFRO 384/48 dated 18 June 1948. Administrative Officer.

Notes: As of 28 May 1941, in recommending officers for promotion, A/C G.E. Brookes (No.1 Training Command), wrote:

Recommended for appointment to Acting Flight Lieutenant and for confirmation of rank in due course. This officer, though technically not on the strength of this Headquarters, is carrying out the duties of Liaison Officer with the Royal Norwegian Air Force to entire satisfaction, and it is felt that his appointment, as above recommended, would be in the best interests of the service and would substantiate his position in view of the nature of his duties.

An undated assessment (but circa April 1942) describes him as "Good type of officer He has worked exceptionally hard at his job. Well liked by Norwegian personnel who have at times

agitated for his promotion, in a verbal manner, to the rank of Squadron Leader.”

On 7 September 1943, G/C A. Ap Elliis (No.34 SFTS, Medicine Hat) wrote: “I should like to express my thanks for the excellent liaison that has been carried out by the RCAF Liaison Officer, F/L S.G.K. MacDonald, with this unit. Without his assistance and personality I feel that such an efficient working between your Headquarters and this unit would not have existed.”

On 16 September 1943, Lieutenant Colonel Ole Reistad (AOC NAF Training Centre) wrote to AFHQ, “The Air Officer Commanding the RCAF Training Command in Canada wishes to express his great appreciation for the most valuable work which Flight Lieutenant MacDonald has performed during his period of service with the Royal Norwegian Air Force.”

Letter, 28 February 1944, Lieutenant-Colonel O. Reistad (Air Officer Commanding, RCAF Training Centre in Canada) to Commanding Officer, No.16 SFTS, Hagersville re “Conferring of King Haakon VII’s 70-years Commemorative Medal to F/L S.G.K. MacDonald:

Flight Lieutenant S.G.K. MacDonald, who was attached to the Royal Norwegian Air Force Training Centre in the capacity of RCAF Liaison Officer, on King Haakon VII’s 70th birthday on August 3rd, 1942, has, along with all Norwegian military personnel in service on that day, been awarded King Haakon VII’s 70-years Commemorative Medal.

As F/L MacDonald is at present attached to your unit, four ribbons for the mentioned medal is inclosed herewith, and it is requested, please, that these ribbons be handed to F/L MacDonald with the compliments of the Royal Norwegian Air Force. The medal itself is not yet available, but will be forthcoming after the war.

Permission for F/L MacDonald to accept the medal and wear the ribbon has been granted by the Canadian Authorities.

As of 11 September 1944, the Department of Trade and Commerce (Finlay Sim, Acting Deputy Minister) wrote to James A. Sharpe (Assistant Deputy Minister, National Defence for Air) as per following:

The above mentioned officer was employed in the Department of Trade and Commerce as Assistant Trade Commissioner at Oslo, Norway, during which time he became thoroughly familiar with the language and the customs of the people.

He enlisted in December 1940, and was, I believe, liaison officer between the

Norwegian Air Force and the RCAF at "Little Norway" in Toronto. The Norwegian Government in exile is planning an early return to Norway and we have to complete the Canadian personnel. It is our desire that Mr. MacDonald be released from the Air Force immediately in order that he may be prepared to return to Norway on exceedingly short notice. Anything you can do to expedite this would be much appreciated.

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MacDONALD, FS Simon (R50938) - **British Empire Medal** - No.15 Service Flying Training School - Award effective 8 June 1944 as per RCAF Routine Order 1380/44 dated 30 June 1944. Born 21 September 1904 in Nova Scotia; educated at Margaree Harbour Public School. Enlisted in Edmonton, 2 February 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 8 March 1940. Promoted AC1, 2 May 1940. To "R", 17 July 1940. To No.2 SFTS, 31 July 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 1 January 1941. To No.15 SFTS, 9 June 1941. Promoted Sergeant, 1 October 1941. Promoted Flight Sergeant, 1 November 1942. To No.7 Release Centre, 15 May 1945. Retired 10 July 1945. Medal presented 15 January 1945.

This NCO has displayed most excellent sense of airmanship throughout his many duties. In charge of workshops, he has successfully completed many projects which are a great asset to his unit and a credit to himself. He has exceptional ability which is combined with a high sense of responsibility.

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MacDONALD, F/O Stewart (J36834) - **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 12 March 1912 in Little Sands, Prince Edward Island; home there (teacher); enlisted in Truro, Nova Scotia, 19 August 1942. To No.1 Manning Depot, 24 August 1942. To No.1 BGS, 22 October 1942 (guard). To No.1 ITS, 20 February 1943; graduated and promoted LAC, 30 April 1943 but not posted to No.1 AOS until 5 June 1943; graduated and commissioned, 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, 31 October 1943. Promoted Flying Officer, 15 April 1944. Repatriated 18 April 1945. To Moncton, 30 April 1945. To No.1 RNS. 2 June 1945. Retired 12 September 1945. Presented 7 April 1948. RCAF photo PL-40373 (ex UK-17137 dated 5 December 1944) shows three members of No.428 Squadron being debriefed by intelligence officer (back to camera) following raid on synthetic oil plant in the Ruhr. They are F/O W.M. Robinson (navigator, London, Ontario, F/O Stewart MacDonald (navigator, Little Sands, P.E.I.) and F/O J.K. Gibson (bomb aimer, Regina). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist

file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C M.W. Gall dated 21 March 1945 when he had flown 31 sorties (191 hours 45 minutes), 27 August 1944 to 21 February 1945. Died in Charlottetown, 8 July 2001 as per **Legion Magazine** of November 2001.

The dauntless courage, determination and great devotion to duty shown by this officer have been an inspiration to all. Despite suffering from air sickness on every operation he has insisted on carrying on and has displayed a high degree of skill and ability as a navigator and by his efforts contributed to a major degree to the successful bombing by his crew of many heavily defended and extremely important targets. During his thirty-one operations his main objective was to press on and further the interest of the squadron, ignoring his personal feelings.

For extreme devotion to duty and great determination, I recommend the non-immediate award of the D.F.C.

The sortie list was as follows:

27 August 1944 - Minoyecques (3.45)
29 August 1944 - Stettin (9.35)
25 September 1944 - Calais (4.20)
27 September 1944 - Bottrop (5.05)
28 September 1944 - Cap Gris Nez (3.35)
4 October 1944 - Bergen (6.45)
6 October 1944 - Dortmund (7.15)
9 October 1944 - Bochum (6.20)
14 October 1944 - Duisburg (5.00)
14 October 1944 - Duisburg (5.40)
15 October 1944 - Wilhelmshaven (5.10)
28 October 1944 - Cologne (5.50)
30 October 1944 - Cologne (6.15)
1 November 1944 - Oberhausen (6.10)
2 November 1944 - Dusseldorf (6.00)
4 November 1944 - Bochum (6.15)
6 November 1944 - Gelsenkircken (5.05)
16 November 1944 - Julich (5.10)
18 November 1944 - Munster (6.00)
21 November 1944 - Castrop (6.20)
27 November 1944 - Neuss (5.45)
15 December 1944 - Ludwigshaven (6.35)
21 December 1944 - Cologne (6.35)

24 December 1944 - Dusseldorf (4.25)
29 December 1944 - Scholven (7.05)
30 December 1944 - Cologne (7.15)
1 February 1945 - Ludwigshaven (6.35)
7 February 1945 - Hassum (6.35)
13 February 1945 - Dresden (11.15)
20 February 1945 - Dortmund (7.25)
21 February 1945 - Duisburg (6.40)

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MacDONALD, F/O William Hamilton Kennedy (J86834) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 8 August 1920 in Vancouver; home there; educated at University of British Columbia (lumber exporter); enlisted in Vancouver, 13 July 1942. To No.3 Manning Depot, 5 October 1942. To No.4 ITS, 9 January 1943; graduated and promoted LAC, 19 March 1943; to No.5 EFTS, 3 April 1943; graduated 28 May 1943 and posted next day to No.3 SFTS; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Commissioned 22 May 1944. Promoted Flying Officer, 22 November 1944. Repatriated 28 February 1945. Retired 17 April 1945. Presented 29 May 1947. RCAF photo PL-40978 (ex UK-12320 dated 10 July 1944) is captioned as follows: "The ruins of an ancient English abbey provide a different kind of a seat than these young Canadian airmen are accustomed to - in a Halifax or a Lancaster of the RCAF Bomber Group. All members of the 'Mohawk' unit, they make the best of a day off for sightseeing. Shown are (left to right), WO2 C.A. 'Moose' Minary (Ninette, Manitoba), Sergeant W.H.K. MacDonald (Vancouver) and Sergeant J.H. Fitzpatrick (Virden, Manitoba)."

This officer has completed numerous missions against heavily defended targets in Germany and enemy occupied territory. In October 1944, while returning from a sortie against Cologne, his aircraft was attacked by an enemy fighter. Flying Officer MacDonald displayed outstanding skill in outmanoeuvring the attacker but was shortly afterwards engaged by another enemy aircraft. Although the guns in both of the turrets were unserviceable, this gallant and resourceful officer took violent evasive action and one more outwitted the hostile aircraft. On another occasion when his bomber had been damaged by anti-aircraft fire and the windshield shattered, despite the intense cold, Flying Officer MacDonald returned safely to base where he executed a masterly landing. At all times during an outstanding tour this officer has displayed exceptional skill and courage.

DHH file 181.009 (D.1510), in National Archives of Canada RG.24 Volume 20600 has recommendation drafted by W/C W.G. Phelan on 16 January 1945 when he had flown 34 sorties (181 hours 20 minutes):

On the return journey from a sortie on Cologne, on the night of October 30, 1944, Flying Officer MacDonald was attacked by a fighter while flying at 14,000 feet. During the evasive action that followed, this gallant officer outmanoeuvred the fighter and finally lost him at 10,000 feet, where shortly after they were picked up by another attacker. Despite the fact that all guns in both turrets were unserviceable, with daring skill, Flying Officer MacDonald again outwitted the fighter, finally losing him at 5,000 feet.

On another occasion, while over the target, Flying Officer MacDonald was engaged by extremely accurate flak which smashed the windscreen and shot off the astro dome. Despite the bitter cold, this officer flew his bomber back to base where he completed a masterly landing.

At all times during an outstanding tour, Flying Officer MacDonald has displayed exceptional skill and courage. For this reason I recommend Flying Officer MacDonald for the Immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

5 August 1944 - St. Leu d'Esserent (4.40, second pilot)
14 August 1944 - Bons Tassilly (4.35)
15 August 1944 - Brussels/Melsbroeck (4.40)
16 August 1944 - Kiel (5.20)
18 August 1944 - Connantre (6.55)
10 September 1944 - Le Havre (4.40)
11 September 1944 - Castrop Rauxel (5.05)
12 September 1944 - Wanne Eickel (5.05)
15 September 1944 - Kiel (6.15)
16 September 1944 - Boulogne (4.30)
25 September 1944 - Calais (4.00)
26 September 1944 - Calais (4.15)
27 September 1944 - Bottrop (5.25)
28 September 1944 - Cap Gris Nez (4.30)
30 September 1944 - Sterkrade (5.00)
4 October 1944 - Bergen (6.55)
6 October 1944 - Dortmund (3.45, duty not carried out)

9 October 1944 - Bochum (6.50)
12 October 1944 - Wanne Eickel (4.30, duty not carried out)
14 October 1944 - Duisburg (5.45)
14 October 1944 - Duisburg (6.05_
2 November 1944 - Dusseldorf (6.35)
4 November 1944 - Bochum (5.25)
18 November 1944 - Munster (6.30)
21 November 1944 - Castrop-Rauxel (6.55)
4 December 1944 - Karlsruhe (7.20)
5 December 1944 - Soest (7.10)
6 December 1944 - Osnabruck (1.50, duty not carried out)
18 December 1944 - Duisburg (5.50)
29 December 1944 - Spich (6.10)
30 December 1944 - Cologne (6.40)
2 January 1945 - Ludwigshaven (7.25)
5 January 1945 - Hanover (5.25)

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MACDONNELL, Corporal Melville Brailey (R101790) - **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 16 June 1920. Home in Souris, Manitoba; enlisted in Winnipeg, 1 May 1941 as Radio Mechanic and posted to No.4A Manning Depot. To McGill University, 31 May 1941. To No.1 Manning Depot, 21 November 1941. To No.31 Radio School, 4 December 1941. Reclassified as Armourer (Guns), 6 January 1942. To Mountain View, 7 March 1942. To No.118 (Fighter) Squadron, 28 April 1942. To "K", 6 June 1942. To "S", 24 June 1942. Promoted LAC, 1 October 1942. To "Y" Depot, 13 February 1943. To RAF overseas, 8 March 1943. Promoted Corporal, 15 September 1943. Repatriated 18 June 1945. Retired 30 August 1945. 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 August 1943, and has filled the position of Corporal in his trade for the last sixteen months. This NCO has served as Armourer with the squadron for the past four months. His qualities of leadership and exemplary efforts, despite adverse conditions and long hours of work, have been an inspiration to his Section and have produced most efficient and praiseworthy results.

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MacDONNELL, F/L Peter Logie Parkin (J6164) - **Mention in Despatches** - No.223 Squadron -

Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 7 October 1919. Home in Toronto; enlisted there 28 October 1940. To "B", 19 December 1940. To No.2 ITS, 26 January 1941; graduated and promoted LAC, 16 March 1941 when posted to No.5 EFTS; graduated 3 May 1941 when posted to No.7 SFTS; graduated and commissioned, 16 July 1941. To RAF overseas, 5 August 1941. Promoted Flight Lieutenant, 16 July 1943. Repatriated 11 July 1944. Retired 20 June 1946. Called to the Ontario Bar, 1947 and to the Alberta Bar, 1950. Rejoined RCAF Auxiliary in Edmonton, 10 May 1951 as Administrative Officer (60445); released 3 July 1956. Officer, Order of Canada, 17 December 1979. Died 1 January 1996.

RCAF Press Release 11507 dated 29 March 1946 from F/L R. Lawrence, transcribed by Huguette Oates, reads:

LONDON: -- The Cambridge Boat crew, who will match stroke for stroke with the gentlemen of the darker blue from Oxford in the Battle of the Tideway this year, will have the Dominions well represented with them in the services of F/L Pete MacDonnell of Toronto, Ontario, and F/L Jimmy Cosse of the RAAF.

F/L Pete MacDonnell, who served with the RAF squadrons 162 and 223 in the Middle East, has been attending Cambridge since he finished operations in November of 1944. He has the distinction of being the second Canadian to participate in this famous race since its inauguration early in the nineteenth century, the other Canuck who won a place on the rowing teams was H.V. Massey, the son of the High Commissioner the R. Hon. Vincent Massey Coxswain for Oxford in 1937.

F/L Pete MacDonnell, who, incidently, has been interested in rowing for a period of only eighteen months, had his first experience with the Trinity Hall crew last year. He is the first crewman in the history of Cambridge to make the Varsity Squad in the second year of rowing. He will complete his studies in June of this year.

F/L Jimmy Cosse on the other hand is an old timer at the game, having rowed for the blue of Cambridge pre-war. He discontinued his studies in 1941, joined the RAAF, finished operations and then returned to Australia, returning to England last fall to continue his studies. Jimmy is the only married man to row in the race and his wife, an Australian girl, will be watching the better half work out as stroke man.

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MacDOUGALL, W/C Gordon Archibald (C2151) - **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. Born 25 July 1907. Home in Toronto; enlisted there, 10 July 1940 in Accounts Branch. Flight Lieutenant as of 15 June 1941. Promoted Squadron Leader, 1 July 1942. To "Y" Depot, 11 January 1943. To RAF overseas, 25 January 1943. To RCAF Overseas Headquarters, 10 March 1943. Promoted Wing Commander, 16 February 1944. Repatriated 5 September 1945. Retired 15 October 1945. Living in Dundas, Ontario, 1947. Presented 29 May 1947. RCAF photo PL-27794 (ex UK-15246 dated 23 September 1944) taken on roof of building in Bombay housing RCAF Accounts Office; on left is S/L J.M. Wynn (C2246, Montreal, commanding the Base Accounts Office), in centre is W/C G.A. MacDougall (Toronto, Senior Account Liaison Officer at RCAF Overseas Headquarters) and on right is F/L J.R. Heald (C5422, St.Lambert, Quebec); MacDougall on an inspection tour of Base Accounts Offices in Egypt, Malta, Italy, Gibraltar, Ceylon and India. Caption says that Wynn and Heald worked for same accountancy firm in civilian life (Riddell, Stead, Graham and Hutchinson, Toronto). RCAF photo PL-29065 (ex UK-9668 dated 17 April 1944) is captioned as follows: "Up until the 1st of April Wing Commander Gordon MacDougall, Toronto, was head of the United Kingdom Base Accounts Unit. He leaves shortly to take up a new position as Senior Accounts Liaison Officer. Wing Commander MacDougall was one of the leading lights in the formation of Base Accounts when Canada decided to take over responsibility for the pay and allowances of the RCAF overseas."

As Senior Accountant Officer of the Royal Canadian Air Force United Kingdom Base Accounts Unit, this officer was primarily responsible for the initial organization of the pay accounts at that unit, in such a manner that an efficient and sympathetic service to Royal Canadian Air Force personnel serving overseas was achieved. Recently, as Senior Accountant Liaison Officer, his efforts have resulted in the institution of a uniform organization in the various accounting formations overseas. His conscientiousness and effective efforts are of exceptional merit.

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MACELWAIN, F/L James Robert (J20004) - **Distinguished Flying Cross** - No.2 Squadron - Award effective 27 April 1945 as per **London Gazette** dated 8 May 1945 and AFRO 966/45 dated 8 June 1945. Born 16 January 1923 in Chipman, New Brunswick; home in Saint John, New Brunswick; enlisted in Moncton, 5 May 1941 as Radio Mechanic and posted to Halifax. To No.119 (BR) Squadron, date uncertain. To University of New Brunswick, 30 May 1941. To No.4 Manning Depot, 22 September 1941. To No.1 Manning Depot, 14 October 1941. Remustered to aircrew and posted to No.1 ITS, 21 December 1941; graduated and promoted LAC, 13 February 1942 but not posted to No.1 EFTS until 28 February 1942; may have graduated 24

April 1942 but not posted to No.13 SFTS until 8 May 1942; graduated and commissioned, 28 August 1942. To "Y" Depot, 11 September 1942. To RAF overseas, 24 September 1942. Promoted Flying Officer, 28 February 1943. Promoted Flight Lieutenant, 28 August 1944. Repatriated 14 May 1945. To Moncton, 27 May 1945. To No.1 Release Centre, 14 September 1945. Retired 17 September 1945. DFC presented 17 August 1949. Died in Moncton, 26 June 2003 as per **Legion Magazine** of November 2003.

Flight Lieutenant Macelwain has successfully completed numerous low level photographic sorties and tactical reconnaissances. In the course of these operations he has inflicted considerable damage on the enemy's river transport, trains and mechanical transport and destroyed two flying bombs. His aircraft has been hit on seven occasions but he has never let either enemy opposition or adverse weather deter him from completing his mission. At dawn on D-Day Flight Lieutenant Macelwain completed several naval bombardment shots [shoots ?] at low level over the French coast despite continuous anti-aircraft fire for more than two hours. He neutralized three guns and only returned to base through lack of fuel. Soon after landing this officer took off again and flew another two hours over the heavily defended coast where he neutralized more enemy guns. Throughout his operational career this officer has displayed a high standard of efficiency and a fine fighting spirit.

NOTE: Public Records Office Air 2/9078 has recommendation (not sure of date) stating he had flown 120 sorties (174 hours 30 minutes). The recommendation is somewhat more detailed and worthy quoting for comparative reasons.

Flight Lieutenant Macelwain is in every way an outstanding operational pilot. He has successfully led numerous low level photographic sorties of aerodromes, Noball targets, beach defences, bridges on the Seine and Maas, taking his photographs whatever the opposition with a complete disregard for his personal safety.

He has flown a number of Ranger operations. Over half of his sorties have been Tactical Reconnaissances. These he carried out with meticulous care, and much enemy material has been destroyed as a result of his reports. He himself has destroyed or damaged five ships and barges, eight trains, two flying bombs and over thirty mechanical transport.

On over eighty of his sorties he has met flak or fighter opposition but not once have they prevented him from completing his tasks. He has been hit on no less than seven occasions but has brought his aircraft back to base, landing it without

further damage.

At dawn on D-Day Flight Lieutenant Macelwain took off to carry out naval bombardment shoots on the French coast; his No.2 had to return to base shortly after takeoff. Nevertheless he went on alone. Owing to low cloud, he flew at 1,500 feet over the coast directing the gunfire in spite of continuous flak for more than two hours. He neutralized three guns and only returned through lack of fuel. Soon after he had landed he took off again and flew another two hours over the coast and neutralized more guns again, in spite of continuous flak.

Flight Lieutenant Macelwain has displayed a standard of efficiency and offensive spirit of the highest order.

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MacEWEN, P/O Garth Fairchild (J86407) - **Mention in Despatches** - No.406 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 16 May 1920. Enlisted in Charlottetown, 10 January 1941; to No.1A Manning Depot, 29 January 1941. To No.22 EFTS (non-flying duty), 24 February 1941. To No.3 ITS, 3 May 1941; graduated and promoted LAC, 21 June 1941 when posted to No.4 EFTS; to No.9 SFTS, 8 August 1941; graduated and promoted Sergeant, 24 October 1941; to "Y" Depot, 25 October 1941; to RAF overseas, 11 November 1941. Promoted Flight Sergeant, 24 April 1942. Promoted WO2, 24 October 1942. Promoted WO1, 24 April 1943. Commissioned 10 March 1944. Promoted Flying Officer, 10 September 1944. Repatriated 3 December 1944. To Eastern Air Command, 16 January 1945. Retired 16 March 1945.

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MacFADDEN, F/O Jack Hilton (J36395) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Name also rendered as Jack Hylton MacFadden. Born in Lethbridge, Alberta, 22 November 1921; home in Cranbrook, British Columbia (teacher); enlisted in Calgary, 8 July 1942. Granted Leave Without Pay until 9 October 1942 when posted to No.3 Manning Depot. To No.7 SFTS (guard duty), 26 November 1942. To No.4 ITS, 20 February 1943; graduated 30 April 1943 when promoted LAC but not posted to No.2 AOS until 15 May 1943; graduated and commissioned, 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Promoted Flying Officer, 1 April 1944. Repatriated 2 August 1945. Retired 7 September 1945. Attending University of British Columbia, Vancouver, as of June 1947. DFC sent by registered mail. Died in Trail, British Columbia, 13 August 2012 as

per Legion Last Post. Photo PL-45016 shows him. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C M.W. Gall dated 18 January 1945 when he had flown 32 sorties (187 hours five minutes), 1 August 1944 to 15 January 1945.

Flying Officer MacFadden has shown exceptional skill and ability as a navigator together with great courage, determination and devotion to duty. His courage, determination and skill were an inspiration to his crew and contributed to a major degree in their operational efficiency and the completion of a successful tour of operations.

Flying Officer MacFadden has participated in 32 sorties, the majority of which were on heavily defended targets, and he has achieved a fine record. Each target was reached and bombed successfully, despite opposition and failure in some instances of navigational aids.

For his all round ability and devotion to duty I recommend the Non-Immediate award of the Distinguished Flying Cross.

The sortie list follows; with the exception of added trips on 6 and 21 November 1944 it is identical to that of F/O Lawrence Gerald Hanley:

- 1 August 1944 - Acquet (4.35)
- 3 August 1944 - Bois de Casson (5.15)
- 4 August 1944 - Bois de Casson (4.55)
- 5 August 1944 - St. Leu d'Esserent (4.45)
- 7 August 1944 - Mer de Magna (4.45)
- 8 August 1944 - Foret de Chantilly (5.40)
- 9 August 1944 - Coulenvillens (4.30)
- 10 August 1944 - La Pallice (6.40)
- 12 August 1944 - Brunswick (6.15)
- 14 August 1944 - Falaise (4.50)
- 18 August 1944 - Bremen (6.30)
- 25 August 1944 - Russelheim (8.55)
- 27 August 1944 - Mimeyecques (3.40)
- 29 August 1944 - Stettin (9.05)
- 10 September 1944 - Le Havre (4.45)
- 12 September 1944 - Dortmund (5.30)
- 17 September 1944 - Boulogne (4.10)

20 September 1944 - Calais (4.45)
25 September 1944 - Calais (4.35)
26 September 1944 - Calais (4.15)
27 September 1944 - Bottrop (5.30)
28 September 1944 - Cap Gris Nez (4.00)
4 October 1944 - Bergen (6.10)
25 October 1944 - Essen (6.40)
25 October 1944 - Essen (5.50)
6 November 1944 - Gelsenkitchen (4.45)
21 November 1944 - Castrop (7.05)
15 December 1944 - Ludwigshaven (6.10)
21 December 1944 - Cologne (6.15)
2 January 1945 - Nuremburg (9.35)
6 January 1945 - Hanua (7.25)
15 January 1945 - Merseburg (9.20)

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MacFADYEN, F/L Donald Aikins (J3103) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 12 May 1944 as per **London Gazette** of that date and AFRO 1186/44 dated 2 June 1944. Born in Montreal, 18 December 1920 (personal interview and obituary notice). Educated in University of Toronto schools. Enlisted in Toronto, 11 May 1940. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 22 June 1940 although posted to No.1 EFTS with effect from 21 June 1940; graduated 16 August 1940 when posted to No.1 SFTS; may have graduated 5 October 1940 but not commissioned until 30 November 1940, having been posted to Trenton, 28 November 1940. To No.9 SFTS, 9 January 1941. To Trenton again, date uncertain. Promoted Flying Officer, 30 November 1941. Promoted Flight Lieutenant, 15 June 1942. To Ferry Command, 31 March 1943. To RAF overseas, 12 May 1943; reached UK 20 May 1943. With No.418 Squadron, 7 December 1943 to 25 July 1944; served at Nos.60 and 54 OTU and then to No.406 Squadron (20 November 1944 to 10 September 1945; promoted Squadron Leader, 26 April 1945). Returned to Canada and released on 25 October 1945. Member of RCAF Auxiliary, 1 November 1950 to 15 June 1953 (90309) as Chipmunk Instructor, member of No.400 Squadron and on staff of No.14 (Auxiliary) Wing. Following the war he joined Kenting Aviation and helped develop aerial surveys in conjunction with magnetic minerals. Executive on a number of geophysical companies including Northway Surveys. In addition he was a pioneer of geomagnetic mapping and among the first to demonstrate the relationships between intrusives and magnetic reversals. Died in Toronto, 3 December 2009. For additional details see H.A. Halliday, **The Tumbling Sky**. DFC and Bar presented at Buckingham, Palace, 13 July 1945; DSO sent by registered mail, 18 November 1949. Credited with the following victories; Chris Shores, **Aces High**, 2nd edition, has been able to match serials and aircraft letters for his Mosquito

aircraft: **22/23 December 1943**, one unidentified enemy aircraft probably destroyed (HX812 "T"); **25 February 1944**, one Me.410 destroyed (NS830 "G"); **21 March 1944**, eight Go.242 gliders damaged on ground, one Go.242 destroyed on ground, one Do.217 destroyed on ground, one Bu.131 destroyed while landing (MM426 "X"); **3 May 1944** one He.111Z destroyed on ground plus one unidentified enemy aircraft damaged on ground (NS930 "T"); **6/7 June 1944**, one Ju.52 destroyed (HR155 "X"); **16/17 June 1944**, two V-1s destroyed (HR155 "X"); **6/7 July 1944**, three V-s destroyed (HR155 "X"); **28 February 1945**, one unidentified enemy aircraft probably destroyed on ground (NT325 "N"); **3/4 March 1945**, one FW.190 destroyed and three FW.190s damaged on ground (NT325 "T"); **5/6 March 1945**, one Ju.88G destroyed (NT325 "T"); **24/25 March 1945**, one He.111 destroyed and four He.111s damaged on ground (NT325 "T"); **9/10 April 1944**, two Ju.88s destroyed (NT325 "T"); **24/25 April 1945**, one Ju.88 damaged on ground (NT283 "V"). Photo PL-26049 shows him from waist up. RCAF photo PL-31240 (ex UK-12649 dated 28 July 1944 shows F/L D.A. MacFadyen (Toronto), F/O Bill Stewart (Toronto) and P/O Earl Boal (Regina) shortly after open air investiture of DFCs at their own airfield. PL-31241 (ex UK-12650 dated 28 July 1944 shows him alone after the investiture. PL-31244 (ex UK-12654 dated 28 July 1944) shows F/L Don MacFadyen (left) and F/O Bill Stewart after DFC investiture. PL-42862 shows him beside his Mosquito with his observer, F/L Shail.

This officer has participated in many sorties and has destroyed four enemy aircraft and damaged several more. He has displayed great skill and courage throughout his tour and his example of keenness and determination has been most commendable.

NOTE: Public Record Office Air 2/9156 has recommendation drafted by S/L H.S. Lisson, 30 March 1944 when he had flown 18 sorties (65 operational hours).

Flight Lieutenant MacFadyen joined this squadron on the 6th December 1943, and since then has completed 18 sorties. The majority of these have been in support of Bomber Command. During these sorties Flight Lieutenant MacFadyen has destroyed four enemy aircraft, probably destroyed another and damaged yet another nine.

On the night of December 22nd, 1943, while making his third trip over enemy territory, Flight Lieutenant MacFadyen probably destroyed an enemy aircraft and damaged another at Orleans. On February 24th while intruding on enemy night fighter bases well inside Germany he destroyed a Messerschmitt 410 at Wurzburg. On March 21st, Flight Lieutenant MacFadyen, along with Lieutenant Luma, penetrated enemy territory to Strasbourg on a Day Ranger. This entailed a trip of 500 miles from base, all of it being done at extremely low level. On this sortie, Flight Lieutenant MacFadyen destroyed a Bucker 131 at Luxeuil and

destroyed a Dornier 217 and a Gotha 242 at Hagenau. He also damaged eight other Gotha 242s on the ground at Hagenau.

During Flight Lieutenant MacFadyen's entire operational career, he has shown a great keenness and a strict devotion to duty. He can be depended upon to carry out his duty to the letter. His knowledge of operational matters is very large and he takes great pains to increase and verify this knowledge. For the last two months Flight Lieutenant MacFadyen has been acting as Deputy Flight Commander. He has set a very high standard for all those under him and as a result has in no small way contributed to the high standards of the squadron as it is today.

This was endorsed by the Commanding Officer, No.418 Squadron, 6 April 1944.

MacFADYEN, F/L Donald Aikins, DFC (J3103) - **Bar to Distinguished Flying Cross** - No.406 Squadron - Award effective 19 April 1945 as per **London Gazette** dated 27 April 1945 and AFRO 918/45 dated 1 June 1945.

Since the award of the Distinguished Flying Cross this officer has taken part in many operational sorties. Throughout, his skill and initiative have been of the highest order. He has destroyed at least a further five enemy aircraft bringing his total victories to at least nine hostile aircraft destroyed and many others damaged. In addition he has shot down five flying bombs apart from these successes. Flight Lieutenant MacFadyen has given great assistance to new crews in planning their missions and by his untiring efforts and fine example has materially contributed to the operational efficiency of his squadron.

MacFADYEN, S/L Donald Aikins, DFC (J3103) - **Distinguished Service Order** - No.406 Squadron - Award effective 9 October 1945 as per **London Gazette** of 19 October 1945 and AFRO 1822/45 dated 7 December 1945.

Since the award of a Bar to the Distinguished Flying Cross this officer has continued to operate against the enemy with conspicuous success, destroying three enemy aircraft and damaging five. During a patrol over Czechoslovakia in March 1945, an enemy landing ground was sighted and one enemy aircraft was destroyed on the ground and four were damaged. On another occasion in April 1945, he successfully destroyed two hostile aircraft in the air. Squadron Leader MacFadyen's total victories are at least thirteen enemy aircraft destroyed and seventeen damaged. Throughout his two tours he has displayed outstanding

keenness, efficiency, courage and determination and has at all times set a fine example of loyal and devoted service.

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MacFARLANE, F/O John Wilbert Roy (J16752) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 27 July 1917. Home in Hamilton; enlisted there 2 September 1940. To No.2 ITS, 5 November 1940; graduated and promoted LAC on 9 December 1940; posted that date to No.3 AOS; to No.2 BGS, 3 March 1941; promoted Sergeant, 14 April 1941; posted that date to No.1 ANS; graduated 13 May 1941; to Embarkation Depot, 26 May 1941; to RAF overseas, 4 June 1941. Commissioned 26 November 1942. Promoted Flying Officer, 26 May 1943. Repatriated 25 September 1944. To Western Air Command, 27 October 1944. Promoted Flight Lieutenant, 26 November 1944. To No.4 Release Centre, 18 January 1945. Released 20 March 1945. No citation in AFRO.

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MacFARLANE, P/O Leonard James (J88752) - **Distinguished Flying Cross** - No.161 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 17 May 1921; home in Aylesham, Saskatchewan (farmer, near Nipiwini); enrolled in University of Saskatchewan, 1940 (Agriculture). Enlisted in Saskatoon, 7 August 1941. To No.2 Manning Depot, 28 August 1941. To No.5 Personnel Holding Unit, 24 October 1941. To No.32 SFTS, 20 December 1941. To No.4 SFTS, 26 January 1942. To No.7 ITS, 15 February 1942; promoted LAC and posted to No.16 EFTS, 11 April 1942; to No.15 SFTS, 20 June 1942; graduated and promoted Sergeant on 9 October 1942. To No.1 GRS, 30 October 1942. To "Y" Depot, 23 January 1943. To RAF overseas, 5 May 1943. Commissioned 9 August 1944. Promoted Flying Officer, 9 February 1945. Repatriated 5 August 1945. Released 12 September 1945. Returned to farming. Died in Nipiwini, 9 April 2015. DFC presented 18 June 1949. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Centre Air 2/8881 has recommendation dated 20 September 1944 when he had flown 34 sorties (215 hours 40 minutes), 3 June to 31 August 1944. All are described as "Special Operations", and although dates and times are given, objectives are not.

3 May 1944 - (6.50)
7 May 1944 - (6.25)
9 May 1944 - (6.45)
10 May 1944 - (6.55)
28 May 1944 - (6.00)

1 June 1944 - (5.45)
2 June 1944 - (5.50)
4 June 1944 - (6.00)
6 June 1944 - (6.45)
14 June 1944 - (5.25)
16 June 1944 - (5.25)
17 June 1944 - (6.10)
21 June 1944 - (6.20)
22 June 1944 - (6.20)
27 June 1944 - (5.40)
29 June 1944 - (5.35)
3 July 1944 - (6.15)
5 July 1944 - (5.40)
7 July 1944 - (7.15)
9 July 1944 - (5.10)
11 July 1944 - (5.30)
24 July 1944 - (7.30)
25 July 1944 - (7.05)
30 July 1944 - (7.20)
4 August 1944 - (7.05)
6 August 1944 - (5.50)
8 August 1944 - (5.15)
10 August 1944 - (5.20)
13 August 1944 - (7.30)
14 August 1944 - (6.50)
25 August 1944 - (8.40)
27 August 1944 - (8.10)
28 August 1944 - (3.55)
31 August 1944 - (7.10)

Flying Officer MacFarlane has completed 34 operational sorties involving 216 hours as captain of an aircraft. During his tour he has proved that his determination and ability are of a very high order, and by his leadership and example has been a great asset to his unit.

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MacFARLANE, F/O Murray Cowan (J29615) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 3 December 1912 in Welland, Ontario; home in Toronto. Formerly in COTC. Enlisted in Toronto, 10 July 1942 and granted Leave Without Pay. To No.1

ITS, 9 January 1943; graduated and promoted LAC on 19 March 1943; to No.1 AOS, 3 April 1943; graduated and promoted Sergeant, 20 August 1943. Subsequently commissioned with effect from that date. To "Y" Depot, 3 September 1943. To RAF overseas, 12 September 1943. Promoted Flying Officer, 20 February 1944. Repatriated 27 November 1944. To No.1 Air Command, 15 January 1945. To Release Centre, 8 February 1945. Released 23 February 1945. DFC sent by registered mail. 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 10 November 1944 when he had flown 32 sorties (180 hours 15 minutes).

Flying Officer MacFarlane has completed thirty-two successful sorties including attacks on Kiel, Stuttgart, Koenigsburg (twice), Darmstadt (twice), Karlsruhe, Kaiserlauten and Wilhelmshaven and a number of tactical targets in Western Europe.

His navigation throughout his tour of operations has been of a very high standard and has undoubtedly contributed largely to the highly successful tour of his crew. His plotting and log keeping, often carried through in the face of heavy enemy opposition, have always been careful and accurate and have been an excellent example to his fellow navigators.

For his outstanding skill, cool courage in the face of the enemy and devotion to duty, and for the high personal example he has at all times set, Flying Officer MacFarlane is strongly recommended for the award of the Distinguished Flying Cross.

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MacFARLANE, FS Ronald Ernest (R92109) - **Distinguished Flying Medal** - No.101 Squadron - Award effective 10 February 1943 as per **London Gazette** dated 12 February 1943 and AFRO 373/43 dated 5 March 1943. Born in Chilliwack, British Columbia, 28 December 1921; home there; enlisted in Vancouver, 7 February 1941. To No.2 Manning Depot, Brandon, 9 February 1941. To No.4 SFTS, Saskatoon, 3 March 1941 (non-flying duty). To No.2 ITS, Regina, 11 April 1941; graduated and promoted LAC on 14 May 1941; to No.8 EFTS, Vancouver, 15 May 1941; to No.3 SFTS, Calgary, 3 July 1941; graduated and promoted Sergeant on 20 September 1941. To "Y" Depot, 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, date not shown. To No.22 OTU, 20 January 1942. Promoted Flight Sergeant, 20 March 1942. To No.101 Squadron, 4 August 1942. Commissioned 15 December 1942 (J16696). To No.1662 Conversion Unit, 25 January 1943. Promoted Flying Officer, 15 June 1943. To No.101 Squadron again, 25 October 1943. Invested

with DFC at Buckingham Palace, 30 November 1943. Promoted Flight Lieutenant, 1 December 1943. Killed in action 16 December 1943 (Lancaster DV300 shot down off Dutch coast).

One night in January 1943, Flight Sergeant MacFarlane was captain of an aircraft which was attacked by three Junkers 88. When returning from an operational sortie the mid-upper gunner was killed, the rear gunner severely wounded and the aircraft was badly damaged. Flight Sergeant MacFarlane took violent evasive action and succeeded in shaking off the enemy aircraft. Shortly afterwards the bomber was held by searchlights and engaged by intense anti-aircraft fire, and height was lost down to 4,000 feet in avoiding further damage. Soon afterwards a formation of five hostile fighters was sighted but when they attempted to attack Flight Sergeant MacFarlane skilfully avoided them. By masterly airmanship this airman extricated his aircraft from a perilous situation and flew it safely back to this country.

Dave Wallace provides the following information on his DFM sortie. The Form 540 entry reads:

21 January 1943- five air tests were flown in "A" Flight in the morning and in the evening five aircraft took off to attack Essen captained by F/L T.D. Misselbrook, Sgt Wiltshire, P.T.W., Sgt. Gilmore, J.H., F/S MacFarlane, RE. and Sgt. Hazard, R.H., F/L Misselbrook and Sgt Hazard were forced to return early owing to severe icing. F/S MacFarlane was attacked by a ME 110 on his return, his mid-upper gunner, Sgt. Singleton, R.A. being killed and his rear gunner Sgt. O'Brien, WOG wounded. He was able to take evasive action and escape but forced to land at East Wretham. This engagement was rewarded by the IMMEDIATE award of the DFM to F/S MacFarlane.

The Form 541 provides the following:

21 January 1943 - Target: ESSEN
Lancaster I, W 4833 "C"
Flight Sergeant MacFarlane, RE
Sgt. Rowe, W.J.
P/O Gordon, W.C.
F/S Baxter, C.A.
F/S Brydon, N.R.
Sgt. Singleton, RA.
Sgt O'Brien W.O.G.

Up: 16:55; Down: 22:15

Load: 1 x 4000 lb & 12 S.B.C's (4 lb incendiaries)

Bombs were dropped on target, but on way back over Zuider Zee aircraft was attacked by two or three night fighters and mid- upper Gunner was killed and the Rear Gunner wounded. The Captain was able to get his aircraft back to East Wretham.

Public Record Office Air 50/292 has the following Combat Report which differs from Form 541 account by identifying one crewman as a Sergeant Patterson:

1. Serial No.27 - Night 21/22 January 1943. Lancaster I, C/101 Squadron - Essen.
2. Zuider Zee (5225/0535) - 2047 - 19,000 - 180. I.A.S. - 311 Magnetuc.
3. Good visibility - 10-20 miles, no cloud - Bright moonlight.
4. None [believed to refer to defences]
5. None [not sure what this refers to].
6. Ju,88 - 3 - formation uncertain, considered to be line abreast astern of Lanc I.
7. None [believed to refer to hostile aircraft lights]
8. Cannon and machine gun.
9. Port astern, 200 yards, slightly below.
10. Possibly more than one attack, or three enemy aircraft attacking, first attack dead astern.
11. After first attack steep diving turn to starboard down to 14,000 feet, levelled out for five minutes, and with nose down, lost height to 9,000 feet.
12. Attacked at 200 yards, replied 200 yards.
13. Mid-upper Gunner killed, Rear Gunner wounded both legs.
 - (a) Rudder and aileron trimming tab damaged.
 - (b) Hydraulics oil pipes shot away - R/T and M/V unserviceable and front turret unserviceable after starboard inner motor was hit and caught fire. Propellor was immediately feathered.
 - (c) Fuselage centre to rear and whole underbelly badly holed.
14. Rear turret 100 rounds.
15.
 - (a) Rear gunner Sergeant Patterson - No.6 BGS, Mountain View, Ontario, No.22 OTU, Wellesbourne, No.7 AGS, Stoney Down.
 - (b) Sergeant Singleton, M/U Gunner.

Comment by F/L Rogers, G.G.L.

As the Mid-Upper Gunner was killed and Rear Gunner wounded in the opening attack. There was no chance of any fire control being carried out except if

Wireless Operator was in Astro Dome. No indication is given of this. Aircraft lucky to get away with it.

Comment of S/I Foster, G.T.O. [Gunnery Training Officer]

I concur with F/L Rogers' remarks and have nothing to add.

NOTE: When interviewed on 12 August 1940, the officer meeting him (signature looks like "P/O C.F.D. Evans) recommended him for Observer training and wrote one of the most remarkable of assessments:

Rather odd, matter of fact and more deliberate than quick. Shows little emotion and is reflective. Very keen to fly and on RCAF. Will prove amenable to discipline and responsive to instruction.

Plays a lot of golf and other sports. Has little civil experience outside of father's farm and he reflects this environment. Father is strict and dour Scotch descent.

Boy will prove courageous and phlegmatic in his attitude toward danger.

Probably dawn on him later. Is not quick enough for fighter but should do well in bombing or reconnaissance.

At 0047 hours on 7 July 1942 he was pilot under training of Wellington R1293, No.22 OTU. The instructor was P/O R.H. Lowe. MacFarlane had 45 hours on type, 185 hours on all types. Approach normal but into wind leg he allowed airspeed to drop and did not check earlier enough. The landing was very heavy and the aircraft bounced, then came down on starboard wheel which collapsed; damage to wing as aircraft swung right. Judged to be "an error in judgement on the part of an inexperienced pilot."

At 1930 hours of 2 December 1942, preparing to take off on cross-country non-operational flight, captain of Lancaster W4275 damaged Category "A". He had eleven hours (day) and 175 hours (night) on type, A truck driven by an Army ranker of local anti-aircraft battery ran into aircraft from behind, crumpling port elevator and port rudder; driver blamed.

At 1125 hours of 20 January 1943, Lancaster ED379, landed at Holme-on-Spalding when tail wheel locked causing shimmying which damaged tail wheel assembly. Technical fault. Crew on this occasion included Flight Sergeant N.R. Brydon (bomb aimer, later commissioned, DFC and Mention in Despatches) and P/O W.C. Gordon (navigator, DFC with No.101 Squadron).

The website "Lost Bombers" has the following on his last sortie. Lancaster DV300, No.101 Squadron (SR-W), target Berlin, 16/17 December 1943. It was a Mk.I, delivered to No.32

Maintenance Unit in September 1943 and delivered to No.101 Squadron (ABC-equipped) on 8 November 1943. DV300 took part in the following operations - Berlin, 18/19 November 1943; Berlin, 2/3 December 1943; Berlin, 16/17 December 1943 (lost). When lost this aircraft had total of 48 hours. It was one of four No.101 Squadron Lancasters to be lost on this operation; the others were DV299, DV283 and LM389. Airborne at 1625 hours, 16 December 1943 from Ludford Magna. Shot down by a night- fighter (Oblt Heinz-Wolfgang Schnaufer, 1V./NJG1) and exploded at 1815 over the Banco Polder some 2 km NE of Tacoziyl (Friesland) and close to Lemmer, Holland. Crew (all killed) were F/L R.E.MacFarlane, DFM, RCAF; Sergeant J.E.Clark; Sergeant L.D.Wilson; Sergeant F.R.Westall; Sergeant D.B.Harvey; F/O L.E.Thompson, RCAF; Sergeant J.Ireland; Sergeant E.R.E.Jordan.

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MacFARLANE, G/C Thomas Crawford (C1114) - **Officer, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946. Joined RCAF as an Airman (Number 73), 25 July 1927. As of 1 September 1939 he was a Warrant Officer. Commissioned in Ottawa, 15 September 1939 (Administrative Branch). Promoted Acting Wing Commander, 1 June 1941. Promoted Group Captain, 15 January 1942. Posted to No.1 "Y" Depot, 27 April 1944. To RCAF Overseas Headquarters, 3 May 1944. Repatriated 13 February 1945. To AFHQ again, 25 February 1945. To No.2 Release Centre, 2 September 1946. Retired 28 January 1947 to Vancouver. Insignia presented 21 February 1948. RCAF photo PL-1298 taken 1940 as Flight Lieutenant.

As Director of Postings and Careers this officer has been charged with highly complex matters of promotion, retirement, and the assignment of officers to duties best suited to their capabilities. He has discharged these duties in a most admirable manner, displaying a high degree of intelligence, tact, initiative and foresight. His wide knowledge of the service and experience gained through his previous appointments have made him an invaluable support to his superior officers. His devotion to duty, discretion and the manner in which he has handled the many delicate and confidential matters inherent with his responsibilities have been of the highest order.

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MacGILLIVRAY, WO (now P/O) Donald Keith (R152382/J48290) - **Mention in Despatches** - No.428 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 15 September 1921. Home in Niagara Falls, Ontario; enlisted in Hamilton, 2 February 1942. Granted Leave Without Pay until 9 March 1942 when posted to No.1 Manning Depot. To No.1 SFTS (non-flying duty), 7 May 1942. To No.6 ITS, 15

August 1942; graduated and promoted LAC, 9 October 1942; posted next day to No.4 BGS; to No.4 AOS, 5 December 1942; graduated and promoted Sergeant, 22 January 1943; to No.1 BGS, 6 February 1943; to "Y" Depot, 19 March 1943; to RAF overseas, 27 March 1943. Further trained at No.24 OTU. Promoted Flight Sergeant, 22 July 1943. Commissioned 31 May 1944. Repatriated to Canada, 2 July 1944; to Mountain View, 27 October 1944. Promoted Flying Officer, 1 December 1944. To Release Centre, 10 January 1945. Retired 19 February 1945. Applied for Operational Wings, 17 August 1944 while at No.1 Repatriation Depot; checked by H.H. Thompson, 30 August 1944; sent to AMAS/D/Ops, 30 August 1944; returned from AMAS/D/Ops 20 September 1944. Application not approved as per letter dated 20 September 1944.

As bomb aimer, shot down 19/20 November 1943 in Halifax LK956 (NA-S) of No.428 Squadron, taken Leverkusen. Airborne at 1606 hours, 19 November 1943 from Middleton St.George. While homebound, encountered radar predicted flak in the vicinity of Bonn, sustaining very severe damage. With great skill, Flight Sergeant H.C. Shepherd flew his aircraft clear of these defences, but after reaching Dutch airspace the situation became so critical that the only course of action was to abandon the aircraft. Flight Sergeant Shepherd (RCAF) became a POW, as did Sergeant J.M.C.Walker (RAF, flight engineer), F/O D.R.Knight (RCAF, navigator), Sergeant S.J.Stevens (RAF, WOP). Other members of the crew (MacGillivray, Sergeant N.H.Michie, RCAF mid-upper gunner, Sergeant S.Munns, RAF rear gunner), evaded. F/O .Knight was interned in Camp L1, POW No.1550. Flight Sergeant H.C.Shepherd initially evaded until captured in Brussels 26 January 1944. Imprisoned in St.Gilles until 22 March 1944 and then interned in Camps L6/357, POW No.3207. Sergeant Stevens in Camp 4B, POW No.263629. Sergeant J.M.C.Walker in Camp L3.

His MI.9 report stated he had left Gibraltar on 13 January 1944, arrived Whitechurch 14 January 1944 and was interviewed the day of his arrival.

I was a member of the crew of a Halifax Mark 2 1a aircraft which took off from Middleton St. George about 1615 hours on 19 November 1943 for Leverkusen. On the return flight we were hit by flak over Bonn and lost the rudder control and port inner engine, the mid-upper turret being also smashed. We lost height and over Aachen were again badly hit by flak. We lost further height, and the pilot gave the order to bale out.

I came down about 1945 hours on the edge of the perimeter of the aerodrome on the North West outskirts of Eindhoven (Holland) (N.W. Europe, 1:250,000, Sheet 3, E 41). I saw no sign of any Germans, beyond one aircraft, probably a Me.110, which was taking off. My parachute was caught in barbed wire behind me. I got out of my harness and left it and the parachute, taking only my mae

west with me. After trying in three different places I at length climbed a wire fence and got out of the aerodrome. I hid for a little in a trench and, after getting my bearings with my compass, I set off South West across fields until I came to a road.

On the road I hid several times from a man on a bicycle who passed and re-passed me, flashing a torch. Further along the road I reached a farm house. The man was standing at the door. He flashed his light and walked into the house. Deciding that I must find out where I was, I followed him into the house.

I think this man had been trying to attract my attention. He proved to be the son of the farmer. I was given a cup of tea and went to sleep in a chair, having ascertained that I was in Holland. The son fetched another man who produced a written message from Sergeant Walker, the flight engineer of my crew. The message, which I am pretty sure was in Walker's own handwriting, said that he was a P/W in Holland. I was shown this message only about an hour after we had baled out.

I was allowed to spend the night in a bed in an attack where other members of the family slept. Next morning (20 November) I was given a pair of overalls, a civilian cap and a pair of shoes. I was also given a small map of the area and shown the best route - along the canal - to Tilberg, and also some Dutch silver coins (value unknown). The people at the farm were obviously nervous, and indicated that there were many Germans in the district, the troops from Eindhoven aerodrome being billeted in the same street as the farm was in. At 0600 hours I was set on my way by the farmer's son and the man he had brought in the previous night. They did not accompany me.

I went North West till I reached the Wilhelmina Canal. I followed the canal, but lost my way several times, finally reaching Best (Sheet 3A, E 3826) which was in the opposite direction from Eindhoven. Here I got my directions from a signpost, crossed to the North bank of the canal, and followed it West. There were a good many people passing along the canal bank, mostly on bicycles, and because of this I was unable to get down to the canal for water.

I reached Tilburg (Sheet 3A, E 13) about 1730 hours and found the railway station. There were, however, so many Germans about that I felt it would be impossible to travel by train. Also, although I made two visits to the station, I could not find an indicator showing train departures for Turnhout for which I had

been advised at the farm to make. I saw a number of buses leaving for Turnhout, but considered them dangerous also, because of the number of Germans travelling.

I found the main road for Turnhout. The shoes I had been given at the farm was full of nails, and I had to walk slowly. Before I had got clear of Tilburg I met a man coming out of his house. I said, "R.A.F." He took me in at once, gave me some ginger ale and water, and fetched another man who brought a Dutch-English dictionary. I showed them on my escape map that I wanted to get to Turnhout. Another map was produced, and my helpers tried to explain the position of the frontier and the location of the guards.

I slept the night in a bedroom in this house, and next morning (21 November) was taken by my host and his son to a farm at Goirle (Sheet 3A, E 1527). Here I was given addresses in Poppel (Belgium) (Sheet 3, E 1220), where I was told I could get help. On 22 November I was told this arrangement had had to be cancelled because of arrests by the Gestapo in Poppel and Turnhout. I was given 25 Belgian francs and told to continue my journey alone.

I left the farm at 0800 hours, heading for Turnhout. Using my compass, I worked through woods and crossed the frontier just North of Poppel. I saw no sign of guards till I was almost in Poppel itself.

Being too early for the train, I had been advised to catch, I walked on through Weelde (Sheet 3, E 0916). About 1030 hours two young Belgians passed on bicycles. They stopped about 200 yards along the road and spoke to me when I reached them. One of them said, "Are you English?" When I admitted my identity they took me to a shack on their farm. Later in the day I was put in touch with an organisation, and the rest of my journey was arranged for me.

* * * * *

MacGREGOR, F/O Ian Murdoch (J88565) - **Distinguished Flying Cross** - No.150 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 21 February 1924 in Winnipeg; home in Wetaskiwin, Alberta (bank clerk); enlisted in Edmonton, 14 October 1942. To No.3 Manning Depot, 29 October 1942; to No.4 ITS, 28 December 1942; graduated and promoted LAC, 30 April 1943; to No.5 EFTS, 1 May 1943; may have graduated 16 June 1943 but not posted to No.15 SFTS until 26 June 1943; graduated and promoted Sergeant, 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Commissioned 31 July

1944. Promoted Flying Officer, 31 January 1945. Repatriated to Canada, 9 July 1945; retired 19 September 1945. DFC sent by registered mail, 7 June 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 5 June 1945 when he had flown 29 sorties (186 hours 14 minutes), 18 November 1944 to 16 May 1945.

* denotes daylight sortie

18 November 1944 - Wanne Eickel
15 December 1944 - Wilhelmshaven
17 December 1944 - Ulm
27 December 1944 - Rheydt*
31 December 1944 - Osterfeld
2 January 1945 - Nuremburg
4 January 1945 - Royan
7 January 1945 - Munich
16 January 1945 - Zeitz
1 February 1945 - Ludwigshaven
8 February 1945 - Politz
13 February 1945 - Dresden
20 February 1945 - Dortmund
21 February 1945 - Duisburg
11 March 1945 - Essen*
13 March 1945 - Gelsenkirchen
15 March 1945 - Misburg
18 March 1945 - Hanau
21 March 1945 - Bremen*
23 March 1945 - Dortmund/Hapenerweg
27 March 1945 - Paderborn*
9 April 1945 - Kiel
10 April 1945 - Plauen
18 April 1945 - Heligoland*
22 April 1945 - Bremen*
29 April 1945 - MANNA, The Hague*
1 May 1945 - MANNA, Rotterdam*
3 May 1945 - MANNA, Rotterdam*
16 May 1945 - EXODUS, Brussels*

Flight Lieutenant MacGregor, a Canadian captain of aircraft, has completed 29

sorties on his first tour of operations, comprising 186.14 operational hours. These operations include attacks on such heavily defended targets as Nuremburg, Munich, Dresden, Dortmund, Essen and Kiel.

This outstanding captain of aircraft has set a fine example of skill in airmanship and outstanding fortitude throughout his tour of operations. On several occasions he has extricated his crew from perilous situations of intense flak and fighter opposition. Nevertheless he has always set his mind on the task in hand, fearlessly and with a fine offensive spirit which has permeated the rest of the flight. His praiseworthy disregard for danger is responsible for the high morale which prevails in his crew.

* * * * *

MacGREGOR, P/O James Alistair (J90732) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born at Powell River, British Columbia, 22 May 1924 (obituary notice); son of t Ethel and Colonel John (Jock") MacGregor, VC, MC and Bar, DCM; home in Powell River (fireman); enlisted in Vancouver, 26 May 1942. Trained at No.3 WS (graduated 3 August 1942) and No.3 BGS (graduated 14 May 1943). Commissioned October 1944. Released 21 June 1945. After the war he married and moved to Powell River where he built his own house almost single handed. Rejoined RCAF, 21 July 1952 (300568) and served at Vancouver (Jericho), Tofino, Holberg, Falconbridge, Sudbury, Beausejour, Syracuse, New York, and finally returning to Holberg. Retired 19 October 1969 to Sooke, British Columbia. Became a realtor and wrote a biography of his father. He was working on a second book when he died; it may be published by No.800 Pacific Wing, RCAF Association. Died in Victoria, 24 July 2008 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2009. Obituary notice stated he had eventually flown 55 sorties (two tours) and was nicknamed "Lucky". Award sent by registered mail, 15 May 1947. 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 9 January 1945 when he had flown 43 sorties (214 hours 35 minutes), 26 November 1943 to 2 January 1945.

26 November 1943 - Kassel
20 December 1943 - Mannheim
1 January 1944 - Berlin
20 January 1944 - Berlin
27 January 1944 - Berlin
30 January 1944 - Berlin
15 February 1944 - Berlin

24 February 1944 - Schweinfurt
20 May 1944 - Duisburg
22 May 1944 - Dortmund
24 May 1944 - Aachen
27 May 1944 - Rennes
31 May 1944 - Tiergner
23 June 1944 - Couaronne
24 June 1944 - Middle Straete
2 July 1944 - Abbeville
12 July 1944 - Tours
14 July 1944 - Revigny
18 July 1944 - Cagny
28 July 1944 - Hamburg
4 August 1944 - Paulliac
7 August 1944 - Caen
9 August 1944 - Lille
12 August 1944 - Russelsheim
16 August 1944 - Kiel
18 August 1944 - Connatre
25 August 1944 - Russelsheim
26 August 1944 - Kiel
12 Sept 1944 - Frankfurt
15 Sept 1944 - Kiel
16 Sept 1944 - Moerdijk Bridge
19 October 1944 - Stuttgart
24 October 1944 - Essen
25 October 1944 - Essen
28 October 1944 - Westkappelle
30 October 1944 - Cologne
3 December 1944 - Urft Dam
12 December 1944 - Essen
17 December 1944 - Duisburg
28 December 1944 - Opladen
29 December 1944 - Koblenz
30 December 1944 - Cologne
2 January 1945 - Nuremburg

Pilot Officer MacGregor has completed 43 operational sorties, 40 of which have been carried out with the Pathfinder Force, including 35 Marker sorties. The targets include many hotly contested areas such as Berlin, Schweinfurt and

Stuttgart.

This officer is a cool and determined gunner who is unflinching in the face of enemy opposition. He has plenty of grit and tenacity, and possesses a fine zeal for operational work. He is an asset to any crew.

Pilot Officer MacGregor has shown a high standard of keenness, loyalty and devotion to duty, and I recommend him for the award of the Distinguished Flying Cross.

* * * * *

MacGREGOR, G/C Norman Sinclair, DFC (C551) - **Mention in Despatches** - Station Wombleton (AFRO gives unit as No.61 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born in St.Thomas, Ontario, 29 June 1898. Joined Royal Flying Corps in Toronto, February 1917. Trained at Camp Borden and Waddington,, Lincolnshire. Commissioned, 19 August 1917. With No.82 Squadron, September 1917 to July 1918; instructed at Waddington, July 1918 to February 1919. Claimed about 1,000 flying hours on JN.4, Avro 504, RE.8, DH.9 and DH.6. Awarded DFC, **London Gazette** dated 3 June 1919. On RAF Unemployed List, 1 February 1919; resigns commission 1 September 1921. Security salesman and shirt manufacturer between the wars. In Canadian Militia, 1 July 1928 to 31 March 1936. Joined RCAF Auxiliary, 11 April 1936; promoted to Squadron Leader, 1 October 1938; to Wing Commander, 1 February 1941; to Group Captain, 1 April 1942. To No.119 (BR) Squadron, 4 January 1940; to Station Yarmouth, 13 January 1942; to No.1 BGS, 11 March 1942; to RCAF Overseas Headquarters, 3 May 1943; to No.6 Group Headquarters, 1 June 1943; to Station Croft (to command), 18 June 1943; to Station Wombleton (to command), 15 November 1943. To Canada, 31 October 1944; to No.1 Repatriation Depot, 29 November 1944; to No.1 Training Command Headquarters, 3 January 1945; to No.4 Release Centre, 14 January 1945; released, 6 April 1945. After the war he was President of MacGregor Shirt Company (Hamilton) and Columbia Furniture Company (Dundas, Ontario). Prominent in local charities and the Canadian Corps of Commissionaires. Died in Hamilton, 29 June 1989. Awarded Efficiency Decoration, AFRO dated 15 December 1944. Photo RE-22031 shows him. RCAF photo PL-28646 (ex UK-9809 dated 17 April 1944) shows G/C N.S. MacGregor (commanding a heavy conversion unit) talking to Flight Sergeant Bob Kirkpatrick (WAG, Hamilton) at conclusion of training. RCAF photo PL-26900 (ex UK-8379 dated 29 February 1944) shows him in command of an overseas station. Photo PL-32412 shows Queen Elizabeth, G/C N.S. MacGregor, Princess Elizabeth and A/C C.R. Slemon. Photo PL-32413 shows a Flight Sergeant Black, Queen Elizabeth, Princess Elizabeth, A/C C.R. Slemon, A/V/M C.M. McEwan, and G/C N.S. MacGregor. Photo PL-32414 shows G/C N.S. MacGregor, A/V/M C.M. McEwan, Princess Elizabeth and Queen Elizabeth. DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation by A/C F.G. Wait

for an OBE, undated but circa 2 August 1944. He had been on Active Service since 3 September 1939, had served 44 months in Canada and 14 months overseas.

Group Captain MacGregor served as a member of the Auxiliary Air Force from July 1936 until the outbreak of the present war, at which time he accepted a call to active service. He successfully commanded several units in Canada, and upon arrival in England in the spring of 1943, was appointed to command RCAF Station Croft, during the period No.1664 Heavy Conversion Unit was in the course of formation. Largely due to his inspiration and leadership, this unit reached an excellent state of efficiency during the first few months of operation.

In November 1943, Group Captain MacGregor was placed in command of RCAF Station Wombleton. Notwithstanding the many difficulties associated with a new station, by his energetic drive, enthusiasm and outstanding organizing ability, he has developed a station second to none in this Group. By personal example he has raised the morale of personnel under his command to a very high standard. Through his efforts and spirited determination, No.1666 Heavy Conversion Unit, functioning at Wombleton, has forged to the front in many departments.

I confidently feel that Group Captain MacGregor's contribution to the service fully merits his selection as an Officer of the Order of the British Empire.

Recommended for the CBE, 22 June 1945 by A/C J.G. Kerr, Base Commander, No.76 Base. Described as "formerly Station Commander" Document with recommendation held in DHH files (precise document not identified when photocopy made). Although no further award was approved, the recommendation is transcribed for the historical record.

Group Captain MacGregor served as a member of the Auxiliary Air Force in Canada from July 1936 until the outbreak of the present war, at which time he was called to active service. He successfully commanded several units in Canada, and upon arrival in England in the spring of 1943, was appointed to command RCAF Station Croft, during the period that No.1664 Heavy Conversion Unit was in the course of formation. Due to his inspiration and leadership, this unit reached an excellent state of efficiency.

In November 1943, Group Captain MacGregor was placed in command of RCAF Station Wombleton. Notwithstanding the many difficulties associated with a new station, by his energetic drive, enthusiasm and outstanding organizing ability, he developed a station record second to none in this Group. By personal example he raised the morale of personnel under his command to a very high standard.

Through his efforts and spirited determination, No.1666 Heavy Conversion Unit, functioning at Wombleton, forged to the front in all departments.

This officer possessed excellent ideas regarding training and by his cheerful yet firm leadership, he encouraged and developed initiative in his officers and other ranks alike. He was a brilliant leader who contributed in an inestimable degree toward the high standard of training at his unit.

I strongly recommend that this officer, for outstanding service, be awarded the CBE.

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MacHALE, F/L John Bernard (J29237) - **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. American in the RCAF; born 14 June 1917 in Portland, Oregon; home in Seattle, Washington (clerk and service station attendant); formerly in U.S. Marine Corps Reserve (Private, 1938 to 1941). Educated at San Azelmo Grammar School and Tamalpais Union High School. Had taken private flying lessons (32 hours dual, 26 hours solo). Enlisted in Vancouver, 18 August 1941 and posted to No.3 Manning Depot. To No.5 BGS (non-flying duty), 10 September 1941. To No.2 ITS, 10 October 1941; graduated and promoted LAC, 20 December 1941; posted that date to No.19 EFTS; may have graduated 27 February 1942 but not posted to No.12 SFTS until 14 March 1942; graduated and promoted Sergeant, 3 July 1942. To No.2 Flying Instructor School, 1 August 1942. To No.9 SFTS, 29 September 1942. To No.17 SFTS, 8 March 1943. Commissioned 27 July 1943. To "Y" Depot, 24 August 1943. Embarked from New York, 8 October 1943. Disembarked in Britain, 16 October 1943. Promoted Flying Officer, 27 January 1944. To No.3 (Pilots) AFU, 15 February 1944. Attached No.1545 Beam Approach Training Flight, 28 March to 4 April 1944. To No.26 OTU, 16 May 1944. To No.61 Base, 9 August 1944. Attached Dalton Battle School, 9-12 August 1944. Attached No.1666 Conversion Unit, 15 August to 30 September 1944. To No.425 Squadron, 30 September 1945. Promoted Flight Lieutenant, 31 December 1944. Repatriated 3 May 1945. To No.5 OTU, 1 July 1945. To No.5 OTU Detachment, 2 July 1945. To No.8 Release Centre, 4 November 1945. Retired 7 November 1945. DFC presented 1 June 1949. Died in Portland, Oregon, 6 July 1969.

Flight Lieutenant MacHale has completed a large number of sorties against the enemy and has invariably displayed outstanding energy and coolness. On one mission in November 1944 he was detailed to attack Bochum. Over the target severe damage to the aircraft was caused by anti-aircraft fire, the ailerons were seriously damaged and the aircraft became difficult to control. The target was bombed most effectively and the damaged aircraft flown safely to base. This

officer has always performed his duties with great efficiency and has contributed much to the successes attained by his squadron.

Notes: Application for Operational Wing dated 19 March 1945 stated he had flown 36 sorties (233 hours 25 minutes 6 October 1944 to 19 March 1945).

Repatriation form dated 20 April 1945 stated he had flown 36 sorties (233.45) plus 250.50 non-operational time. Last sortie given as 18 March 1945. Types flown overseas were Oxford (85.05), Wellington III and X (74.10), Halifax II (43.30) and Halifax III and IIIA (281.30).

Training: Interviewed by F/O Evres in Vancouver, 16 August 1941. "An American candidate of good experience. Has had considerable flying training and solo work. Well mannered. Courteous. Should make good aircrew material."

Course at No.2 ITS was 10 October to 2 December 1941. Courses in Mathematics (88/150), Armament (70/100), Signals (68/150 and 150/150), Aircraft Recognition (84/100), ATE (whatever that is, 90/100), Drill (69/100), Law and Discipline (80/100) and Link (82/100), Placed 115th in a class of 183. "A quiet, retiring airman from USA who is bright, keen and alert. He failed his first signals test but secured perfect marks on a second examination. He is considered dependable with fair leadership qualities."

Course at No.19 EFTS was 21 December 1941 to 27 February 1942. Tiger Moth aircraft - 32.40 dual, 50.15 solo; was 10.30 on instruments. Also flew 3.10 at night. Logged ten hours in Link. "High average, keen, aggressive, no bad flying faults. Instrument flying average. Deportment and punctuality good." (W.J. McFee, Chief Flying Instructor). Ground School marks in Airmanship (176/200), Airframes (63/100), Aero Engines (62/100), Signals (70/100), Theory of Flight (84/100), Air Navigation (125/200) and Armament (168/200). Placed 32nd in a class of 79. "Very good ability, but not much used to hard work, socially charming and of good appearance. His deportment is very good."

Course at No.12 SFTS was 16 March to 3 July 1942. Cessna Crane - 53.40 day dual, 62.40 day solo, 6.35 night dual, 9.25 night solo. Was 23.35 on instruments; logged 20.30 in Link. "A good average pilot with natural ability but lacking polish." (F/L Laing). Ground school marks in Airmanship and Maintenance (161/200), Armament, written (76/100), Armament, practical (79/100), Navigation and Meteorology (126/200), Signals, written (44/50) and Signals, practical (75/100). "Average - pleasing personality. Worked hard and improved steadily, Conduct good," Placed 22nd in a class of 35.

Course at No.2 Flying Instructor School, Vulcan was 3 August to 28 September 1942. Flew Tiger Moths and Cranes. "Above average who knows his patter well." Ground courses in

Meteorology (85/100), Airmanship (67/100), Flight Administration (58/100) and Instruments (58/100). Considered below average in ground school. Tested on a Crane and assessed under the following headings - Sequence (Good Average), Voice (Clear), Manner (Pleasant), Ability to Impart Knowledge (Average) and Ability as Pilot (Good Average). "Should become a good instructor; needs to develop a more confident and convincing manner." Classified as "C" (Twin Engine).

Attended No.3 (Pilots) AFU, 22 February to 16 May 1944. Oxford aircraft - 2.05 day dual to first day solo, 16.15 total day dual, 28.05 day solo; 2.10 night dual to first night solo, 9.15 total night dual, 8.55 night solo. Flew 2.30 as passenger. Was eight hours on instruments; logged 5.30 in Link. Graded in General Flying (280/400), Applied Flying (130/200), Instrument Flying (160/250), Night Flying (69/100) and Link (30/50). "A high average pilot who has maintained a good standard throughout the course."

Attached to No.1545 Beam Approach Training Flight, 28 March to 4 April 1944. Oxford aircraft - 10.20 dual (all Beam Flying) plus five hours in Link. Graded as follows - Beam Approach Procedure and "Q" Codes, Link Instruction (120/200), Receiver Operation (60/100), Instrument Flying (140/250), Cloud and Night Flying (140/250), General Application of Beam Approach Procedure in aircraft (120/200). "Instrument flying good but a little rough. Procedure and application average."

Attended No.24 OTU, 18 May to 28 July 1944. Wellington aircraft - 4.20 day dual to first day solo, total 4.50 day dual, 5.50 at control with a captain by day, 27.25 as sole captain by day, 3.40 night dual to first night solo, 4.05 total night dual, 4.55 at controls by night with a captain, 26.50 night as sole captain. Logged 15 hours in Link. Did five day and five night cross-country flights. No Nickel operations. Did four day and one night fighter affiliations. Flew two Bullseye exercises. Flying graded as follows - General Flying (305/400), Applied Flying (155/200), Instrument Flying (155/250), Night Flying (75/100) and Link (26/50). Ground courses in Airmanship (210/300), Navigation (125/200) and Signals (59/100). "An ex-SFTS instructor who has utilized his previous experience to become an above average pilot. He is a keen and efficient captain and has carried out with exercises with determination. Crew cooperation is of high standard."

Attended No.1666 Conversion Unit, 18 August to 30 September 1944. Crew consisted of himself (captain), R183862 Sergeant R.A. Hawkins (navigator), R186466 Sergeant L.S. Griffin (air bomber), R183551 Sergeant H. McGuie (WOP/AG), R185553 Sergeant M.R. Ross (tail gunner), R211991 Sergeant K. Richardson (mid-upper gunner) and 1692115 Sergeant H. Morton (flight engineer). "F/O McHale is a capable pilot and captain who has done well on the course. He has organized a good crew and he has stated that he would like to go to the Pathfinder Force when he has had operational experience."

Assessments: "Experience is limited but has proven himself capable. His conduct and service attitude have been very good, promotion is recommended." (F/L L.H. Huffman, No.9 SFTS, 1 February 1943).

"A very capable and hard working NCO. Recommended for promotion to commissioned rank" (S/L C.K. Card, No.17 SFTS, 20 July 1943).

Tested as instructor, 21 July 1943. Total flying to date was 74.35 single engine solo, 54.00 single engine dual, 660 twin engine solo, 98.00 twin engine dual. Had flown 550 hours as instructor. Tested on an Anson - rated under following headings - Sequence (High Average), Voice (Clear), Manner (Instructive), Ability to Impart Knowledge (Average) and Ability as Pilot (Average). "A capable instructor." (S/L A. Hull m No.2 Visiting Flight). Rated "B" (Twin Engine).

"A very dependable and reliable officer. Very efficient pilot." (W/C H. Ledoux. No.425 Squadron, 21 April 1945. He had flown 1,431 hours 45 minutes (271.30 in past six months).

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MACHAN, AC2 Earl Glenwood (R152815) - **British Empire Medal** - No.8 SFTS - Award effective 2 March 1943 as per **London Gazette** of that date and AFRO 513/43 dated 26 March 1943. Born 7 March 1919. Home in Bagot, Manitoba; enlisted in Winnipeg, 17 January 1942. Served in postwar forces (26036) retiring 16 October 1969 to North Burnaby, British Columbia. Medal presented 26 March 1944.

Aircraftman 2nd Class Machan was a passenger on an Anson aircraft when it crashed into the side of a mountain. After the impact he was thrown clear of the wreckage without sustaining any injuries. The other occupants of the aircraft were unable to extricate themselves. AC2 Machan, at great risk to his own life, courageously entered the burning aircraft and made every effort to rescue his companions, desisting only when burned very critically about the face, chest, hands and arms. He then made his way through twelve miles of difficult mountainous country to obtain help.

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MACHIN, F/O Samuel (C37930) - **Mention in Despatches** - No.4 Repair Depot - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 14 July 1895. Home in Charlottetown, Prince Edward Island; enlisted there 13 March 1941 as Service Policeman and posted to No.1 Manning Depot. To Trenton, 17 May 1941. Promoted Corporal, 5 July 1941 when posted to No.8 SFTS. To No.3 Training Command, 5 September

1942. Promoted Sergeant, 12 November 1942. To No.1 Officer School, 13 October 1943; commissioned with effect from 14 October 1943. To No.3 Training Command, 11 November 1943. To No.10 BGS, date uncertain. Promoted Flying Officer, 14 April 1944. To No.4 Repair Depot, 24 April 1944. Promoted Flight Lieutenant, 5 July 1945. To Scoudouc, 14 July 1945. To "K", 18 September 1945. Retired 17 October 1945. Deceased as of 2 June 1965.

This officer has served as Deputy Assistant Provost Marshall on this depot for the past year and during that time he has shown, often under trying conditions, zeal and devotion to duty that is praiseworthy. An officer of outstanding character, he has at all times set a fine example of discipline and deportment both while on and off duty. Consequently he has at all times enjoyed the fullest co-operation and respect from both his superiors and juniors that has been an example to all.

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MACHUM, WO2 Donald Blair (R153082) - **Mention in Despatches** - No.82 OTU (deceased) - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Born in Halifax, 4 February 1924. Home in Halifax, Nova Scotia; attended Nova Scotia College of Art. Enlisted in Halifax, 9 February 1942. To No.5 Manning Depot, Lachine, 2 March 1942. To No.31 OTU, Debert, 29 March 1942 (non-flying duty). To No.5 ITS, Belleville, 6 June 1942; graduated and promoted LAC on 15 August 1942 but not posted to No.13 EFTS (St. Eugene) until 27 September 1942; to No.1 SFTS, Camp Borden, 20 November 1942; graduated and promoted Sergeant, 30 April 1943. To "Y" Depot, 15 May 1943; disembarked in Britain, 4 June 1943 and posted to No.3 PRC. To No.5 (P) AFU, 20 July 1943. To No.14 (P) AFU, 14 December 1943. To No.82 OTU, 28 March 1944. Reported killed in action, 29 May 1944 (Wellington HE199); buried in Brookwood, UK. DHist file 181.009 D.3386 (RG.24 Vol.20638) has entry dated 2 April 1945:

File MR153082 P.1d An enquiry was received from a relative of W.O. D.B. Machum R.153082 (Deceased) who was killed in an aircraft accident on 29th May, 1944 while he was acting as pilot of a Wellington aircraft that was shot down by a friendly fighter on returning to the United Kingdom from an operation in France. The query raised concerned the possibility of an award to this airman. Complete details were sought from various sources and after consideration of the whole case, it was thought by this section that W.O. Machum had, indeed, deserved some recognition, as it was brought out in the evidence of the Court of Inquiry held at R.A.F. Station, Ossington, 30th May 1944, that W.O. Machum held the aircraft steady to enable the crew to bale out. On presenting this case to Air Ministry, it was pointed out that W.O. Machum did not complete his training at the time he became a casualty, and it was felt that in following out the best

traditions of the service at a period when his operational experience was no doubt limited, should merit some recognition.

Air Ministry advised 25.4.45 that the Honours and Awards Committee have decided to award a Mention in Despatches to W.O. Machum, and same would appear in New Years Honours List, 1945.

His brother, AC1 Ian Thompson Machum, had died of injuries following a flying accident in Canada, 16 January 1943 (Harvard 3238, No.14 Squadron).

This award had a tortured history. A Form 765, "Report on Flying Accident or Forced Landing Not Attributable to Enemy Action", gives the time and place of the aircraft loss (0230 hours, Sweets Farm and Stower Farm at Gillingham, Dorset. The crew were Flight Sergeant (then) Machum (pilot, killed), J19043 P/O C.I. McFarlane (navigator, injured), R185623 Sergeant W.B. Davidson (air bomber, uninjured), R118243 WO1 L.F. Davey (WOP, killed), R213862 Sergeant W.H. McGuigan (mid-upper gunner, killed), and R217636 Sergeant J.A. Bugley (rear gunner, injured). The form gave few details, but did note that a Court of Inquiry was under way. It also noted, "It appears that this aircraft was shot down by ADGB [Air Defence Great Britain] while returning from a Nickel raid."

On 11 June 1944, Sergeant Davidson wrote to Machum's mother: The letter read, in part:

Before I start, Mrs. Machum, let me offer my sincerest sympathies in the loss of your son. I only knew Don for eight weeks, the amount of time we spent flying together at OTU, but I regarded Don as one of my best and truest friends, and his loss to me was like that of a brother. His popularity around the station was unquestionable, and the whole camp was stunned at the news of his death. I don't know whether Don mentioned it or not, but I was the Bombardier in his crew. We had one of the grandest crews imaginable. Frank Davey, the WAG, was a great boy; Bill McGuigan, the tail gunner was loads of fun. Our old navigator was fortunate enough to be in the hospital with a bad appendix, so he missed the ill-fated trip.

The rest of us - Jim Bugley, the mid-upper, the replacement Navigator and myself - all owe our lives to Don for his cool headedness and great nerve in holding the plane steady as long as he could so we could jump out. We were hit by an unidentified aircraft, and the controls were shot away completely. I was sitting beside him in the co-pilot's seat at the time, and immediately we were hit, he grabbed my arm and said, "Jump, Davy, I'll hold the kite for you and the crew, get my chute ready and I'll follow you out." I jumped at 15,000 feet, and when I

left he was giving instructions to the rest of the crew, and helping them as best he could. In my opinion, when they speak of heroes, I think of Don. It's very few men who will hold the plane and think of the safety of the crew above himself.

The family apparently learned that the shoot-down had been a "friendly fire" incident (there may have been **two** Wellingtons shot down that night), as related in a letter from RCAF Headquarters (Ottawa) to the Canadian Casualty Branch at Air Ministry (22 October 1944), although the family may have believed it to have British anti-aircraft fire rather than a fighter; they were annoyed that full details had not been provided which would have given them assurances that their son had not been at fault.

No talk of an award appears to have been recorded until 26 March 1945, when W. Stewart Thompson (Edinburgh) wrote to the RAF Central Depository respecting items being returned to next-of-kin. Thompson was Machum's great uncle, and in the second half of his letter he wrote:

I have been wondering if some posthumous award could not be made to my grand-nephew, Sergeant Donald B. Machum for the brave and gallant way in which he brought his 'plane back after it had been so badly shot up, and for the way in which he saw to the saving of his crew before thinking of his own safety, and in doing so he lost his life. I enclose a letter from one of his crew, Sergeant Davidson, which will give you some information with regard to this. I will be glad to have your views on the matter and if you think I should write to anyone else about it I will be glad to have the address of the officer who is in charge of this matter.

This letter appears to have set in motion the process of raising a Mention in Despatches, and it seems to have gone forward quickly. The RCAF was informed on 16 April 1945 that he had been recommended for a Mention in Despatches, to appear in the New Years Honours List of 1946 (Bomber Command Headquarters to Air Officer Commanding-in-Chief, RCAF Overseas Headquarters).

The family was so informed by letter dated 1 May 1945, but through some oversight the name was not published in the New Year Honours List of 1946, and on 7 January 1946 his father (Ralph Machum) wrote to a Mr. Wishart (possibly a Member of Parliament) raising both this issue and the fact that his son had not been commissioned. His impression of what had happened that night may not be completely accurate, but bears recording:

Our younger son, Donald, R153082) was Sergeant Pilot of a Wellington bomber. On the return trip from a mission over Northwest France his plane was shot

down by a night fighter. Two of his crew were killed in his plane by gun-fire but Don stayed at his controls, thus permitting three of his crew to escape. We had a letter from one of these survivors telling us the story and lauding Don's coolness and courage and crediting his devotion to duty with the survival of the three members of his crew. We had so little word directly from the RCAF that this letter gave us a wonderful moral uplift. It seems that two Wellingtons were shot down in quick succession by the same **British night fighter** after they had crossed the coast and were headed on the proper course for their station. It was a hard pill for us to swallow, as you may imagine, yet I realize that errors can take place, particularly at night.

This spurred matters along and the Mention in Despatches was gazetted the following June.

NOTE: Notwithstanding the statements respecting a night fighter, Chorley in his book on Bomber Command training losses describes the loss of HE199 as follows. Aircraft left Ossington at 2153, dropped leaflets at Nantes, and was returning to base. Shortly after crossing the south coast it was engaged by anti-aircraft guns in the Gillingham area of Dorset. Crashed at 0225, Sweets Farm, between hamlets of Woodville and Stour Row, four miles southwest of Shaftsbury. Another Wellington of No.82 OTU (LN443) was similarly on a Nickel raid and shot down by the same guns at 0230, crashing near Hazelbury Bryan, four miles south-southwest of Sturminster Newton, Dorset (all six crew, members of the RCAF, killed).

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MacINNES, W/C Roderick Cameron (C1554) - **Member, Order of the British Empire** - AFHQ - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Vancouver, 1 November 1911 (RCAF press release announcing award). Attended Bordertown Military Institute (New Jersey) and Georgetown University. British United Press Parliamentary Correspondent. Home in Toronto; enlisted in Ottawa 27 December 1939 in Administration Branch. As of 5 April 1941 he was a Flight Lieutenant in RCAF Overseas Headquarters. Promoted Squadron Leader, 15 September 1941. Promoted Wing Commander, 1 January 1943. Repatriated, 5 November 1943. To AFHQ. 20 December 1943. To "Y" Depot, Lachine, 12 March 1944. To RCAF Overseas Headquarters again, 23 March 1944. Repatriated 31 July 1944. To AFHQ again, 1 December 1944. To No.3 Release Centre, 8 March 1945. Retired 17 May 1945. Insignia presented 28 February 1946. RCAF photo PL-1384 taken as a Flying Officer, 1940. Public Relations officer overseas and in AFHQ. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 7) has citation.

This officer rendered unusually outstanding service as the first Royal Canadian Air Force Public Relations Officer to proceed to the United Kingdom and

subsequently as Director of Public Relations, Overseas. Under his tireless guidance the Public Relations service in Great Britain and in theatres of operations in the Mediterranean, the East and Far East, was built up to a high state of efficiency. He commanded with distinction the Royal Canadian Air Force Public Relations unit in the Mediterranean prior and subsequent to the invasion of Sicily. He again served as Director of Public Relations, Overseas, during the early stages of the invasion of France and the outstanding efficiency of his organization work is reflected in the excellent coverage of Royal Canadian Air Force operations provided by Canadian newspapers, periodicals and radio. As Chief Public Relations Officer at Air Force Headquarters, he has continued to display extraordinary ability in his work of ensuring that the Royal Canadian Air Force is presented in its proper light to the people of this country. Throughout, his devotion to duty has set a splendid example,

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MacINNIS, S/O Edith Cavell (V30602) - **Mention in Despatches** - No.160 (BR) Squadron - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Enlisted in Halifax, 26 January 1942 as Clerk/Stenographer. To Training Depot, 11 February 1942. Promoted AW1, 12 March 1942. To No.13 SFTS, 14 March 1942. Promoted LAW, 12 August 1942. Promoted Corporal, 1 December 1942. To AFHQ, 23 February 1943. Promoted Sergeant, 1 May 1943. Classified as Officer Cadet and posted to Composite Training School, 27 October 1943. Commissioned with effect from 28 October 1943. To Eastern Air Command, 9 December 1943. To Halifax, 22 February 1944. To No.160 (BR) Squadron, 22 August 1944. To Eastern Air Command Headquarters, 16 June 1945. To No.3 Release Centre, 17 October 1945. Retired 19 October 1945.

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MacINNIS, F/O Elmer Gabriel (J21755) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 14 November 1919 in Armdale, Prince Edward Island; home there (teacher); enlisted in Charlottetown, 7 August 1941. To No.1 Manning Depot, 25 August 1941. To No.4 BGS (guard), 13 September 1941. To No.1 ITS, 10 November 1941; graduated and promoted LAC, 2 January 1942 when posted to No.1 Manning Depot; to No.3 AOS, 16 January 1942; graduated 23 May 1942 when posted to No.2 BGS; may have graduated 13 July 1942 but not posted to No.1 ANS until 26 July 1942; graduated and commissioned, 5 September 1942. To No.34 OTU, 25 September 1942. To "Y" Depot, 13 October 1942. To RAF overseas, 27 October 1942. Promoted Flying Officer, 5 March 1943. Promoted Flight Lieutenant, 5 September 1944. Dates of repatriation and release uncertain. Rejoined RCAF in

Technical/Aero Engineer Branch, 24 April 1950 (200709); promoted Flight Lieutenant, 1 July 1956. DFC sent by registered mail, 21 December 1949. Died in Ottawa, 22 January 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.1730 (RG.24 Vol.20607) has recommendation dated 23 August 1944 when he had flown 34 sorties (195 hours five minutes) in tour from 16 August 1943 to 7 August 1944.

Flying Officer MacInnis as a navigator has now completed his first tour of operations. His tour includes targets in Italy during the Sicilian campaign and heavily defended areas in both Germany and France. As a navigator Flying Officer MacInnis's ability is outstanding and the successful completion of so many sorties by his crew is due in no small measure to his initiative, resourcefulness and skilful navigation. For this officer's fine record of achievement, his outstanding ability and strong sense of duty, it is strongly recommended that he be awarded the Distinguished Flying Cross.

The sortie list was as follows:

no date - ferried aircraft to North Africa (7.30)
16 August 1943 - Maratea Palmi (6.15)
21 August 1943 - Battipaglia (6.25)
24 August 1943 - Torre Anunziata (6.40)
27 August 1943 - Salerno (6.10)
3 September 1943 - Capadichino (6.15)
6 September 1943 - Battipaglia (6.10)
12 September 1943 - Castel Nurevo (7.05)
15 September 1943 - Torre Anunziata (6.00)
17 September 1943 - Cerveteri (6.25)
21 September 1943 - Bastia (6.45)
23 September 1943 - Pisa airfield (7.45)
29 September 1943 - Formia (6.00)
1 October 1943 - Formia roads (6.40)
5 October 1943 - Grossetti (7.00)
22 March 1944 - Frankfurt (6.25)
24 March 1944 - Berlin (7.05)
26 March 1944 - Essen (5.30)
30 March 1944 - Nuremberg (2.55, early return, duty not carried out)
18 April 1944 - Noisy le Sec (5.20)
20 April 1944 - Lens (4.20)
22 April 1944 - Dusseldorf (5.05)

27 April 1944 - Aulnoye (4.25)
30 April 1944 - Somain (4.25)
1 May 1944 - St. Ghislain (4.10)
8 May 1944 - Haine St. Pierre (4.20)
10 May 1944 - Ghent (4.05)
19 May 1944 - Merville Franceville (4.30)
5 June 1944 - Houlgate (5.00)
9 June 1944 - Le Mans (5.35)
21 June 1944 - Bientque (4.35)
17 July 1944 - Caen area A.1 (4.20)
28 July 1944 - Hamburg (5.55)
4 August 1944 - Bois de Cassan (4.15)
7 August 1944 - La Hogue (3.45)

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MacINTOSH, F/L Alvin McGregor (J24916) - **Mention in Despatches** - No.418 Squadron (AFRO says only "Overseas" - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 22 July 1918. Home in Halifax; enlisted there 2 April 1942. Granted Leave Without Pay until 14 May 1942 when posted to No.5 Manning Depot. To No.5 ITS, 26 September 1942; graduated and promoted LAC, 5 December 1942 when posted to No.9 AOS; graduated and commissioned, 2 April 1943. To "Y" Depot, 17 April 1943. To RAF overseas, 26 May 1943. Promoted Flying Officer, 2 October 1943. Promoted Flight Lieutenant, 2 April 1945. Repatriated 14 May 1945. Retired 29 June 1945. Living in Halifax in 1949. A Halifax newsclipping says he flew 46 sorties with No.418 Squadron but not clear if this is connected to Mention in Despatches. Died in London, Ontario, 13 January 2012. Certificate sent 16 August 1948. Photo PL-40809 (ex UK-16672 dated 4 December 1944) shows W/C D.B. Annan tracking course with his navigator, F/O Alvin MacIntosh; PL-40799 (ex UK-16662 dated 4 December 1944) is a more passive shot of both men.

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MacINTOSH, F/O Charles Edward (J8170) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943. Born in Winnipeg, 11 November 1916; home there; enlisted there 3 March 1941. To No.2 Manning Depot, 6 March 1941. To No.33 SFTS (guard), 10 April 1941. To No.2 ITS, 4 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 commissioned, 17 October 1941. To "Y" Depot, 1 November 1941. To RAF overseas, 12 November 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 14 August 1943. Invested

at Buckingham Palace, 11 August 1944. Repatriated 28 November 1944. To "Y" Depot, 1 February 1945. To United Kingdom, 18 March 1945. Repatriated by air, 13 June 1945. Retired 4 September 1945. Photo PL-24055 shows him. PL-32519 (ex UK-13815 dated 23 August 1944) is a portrait.

In May 1943, Flying Officer McIntosh took part in a heavy attack on Essen. While over the target his aircraft sustained severe damage which put two engines out of action. With the greatest skill and determination this officer managed to complete the North Sea crossing and landed safely in this country. He has always evinced great eagerness to engage the enemy and take part in any operation however hazardous and has secured many excellent photographs.

Note: On 30 July 1942 at No.14 OTU (No.92 Group) he was on a night training flight in Hampden AE192 with J10056 P/O A.D. Walker (later killed in action) as observer. At Windsor Castle Farm, near the village of Langtoft, he collided with Hampden P5397, 0315 hours. He was conducting a cross-country exercise when he was caught in British searchlights (enemy aircraft were about) at 4,000 feet, and in taking avoiding action he saw the other aircraft approaching on port side. It hit the top of his machine (damage category "A"). He regained control at 2,000 feet and landed safely at base. No injuries.

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MacINTOSH, F/O Ian Finlay (J11962) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 7 December 1943 and AFRO 166/44 dated 28 January 1944. Born 11 October 1911; home in Lindsay, Ontario; enlisted in Montreal, 26 May 1941 and posted to No.4A Manning Depot. To No.21 EFTS, non-flying duty, 13 July 1941. Ro No.3 ITS, 7 August 1941; graduated and promoted LAC, 12 September 1941 when posted to No.20 EFTS; ceased training and posted to Trenton, 2 October 1941; to No.8 AOS, 22 November 1941; to No.9 BGS, 28 February 1942; graduated 11 April 1942 when posted to No.2 ANS; graduated and commissioned, 25 May 1942. To No.1 GRS, 26 May 1942. To RAF overseas, 19 July 1942. Repatriated 13 August 1945. To No.1 SFTS, 6 October 1945. Retired 9 November 1945. DFC presented at Buckingham Palace, 11 August 1944. RCAF wartime photo is PL-32400. Photo PL-42964 (4 April 1945) is captioned as follows: "F/L Ian MacIntosh, DFC, of the Canadian Bomber Group in Great Britain was married recently to Miss Lorraine Johnson, daughter of Mrs. Harry Johnson and the late Mr. Harry Johnson of Sheffield, England. F/L MacIntosh is the son of Dr. F.H. MacIntosh and Mrs. MacIntosh of Lindsay, Ontario. He has been overseas since July 1942 and was a member of one of the original crews of the Canadian Group, completing a tour of operations in November 1944 with the Bison Squadron. Before enlistment, F/L MacIntosh attended Queen's University in Kingston, Ontario, and entered the pulp and paper industry in New Brunswick and British Columbia." No citation other than "completed...many successful

operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.5524 (RG.25 Vol.20667) has recommendation dated 8 October 1943 when he had flown 25 1/2 sorties (136 hours 40 minutes), 21 January to 27 September 1943. Spelled McIntosh in document.

This bomb aimer has been outstanding in the performance of his duties. His coolness under fire and his exceptional qualities of leadership have inspired his crew. He has pressed home the attack through the heaviest defences and bombed his target under the most difficult conditions.

I consider that this officer's keenness for the offensive and his example deserve the award of the Distinguished Flying Cross.

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MacINTYRE, F/O Donald Philip (J5998) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 20 July 1942 as per **London Gazette** dated 4 August 1942 and AFRO 1413/42 dated 4 September 1942. Born 15 June 1915 in Saint John, New Brunswick; home there; Sergeant in 14th Field Ambulance before RCAF. Enlisted in Saint John, 7 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.11 EFTS; graduated 29 March 1941 when posted to No.4 Manning Depot; to No.8 SFTS, 7 April 1941; graduated and promoted Sergeant, 3 July 1941. Commissioned 4 July 1941. Posted that date to Embarkation Depot. To RAF overseas, 20 July 1941. Shot down, April 1942 but evaded capture. Promoted Flying Officer, 4 July 1942. Promoted Flight Lieutenant, 27 November 1942. Leave in Canada, 5 June to 12 September 1943; to "Y" Depot on latter date and to RCAF Overseas Headquarters, 8 October 1943. Repatriated again, 14 February 1944. To Boundary Bay, 20 March 1944. To No.5 OTU, 31 March 1944. Promoted Squadron Leader, 1 August 1944. To War Staff College, 29 June 1945. To Eastern Air Command, 17 December 1945. Retired 9 January 1946. The Halifax bomber mentioned below was later raised from the lake and sent to the RAF Museum, Hendon. For his personal account, see **Flypast**, October 1982. Medal presented 15 April 1944. Died in Toronto 23 January 2006.

One night in April 1942, Flying Officer MacIntyre and Pilot Officer Hewitt (RAFVR) were captain and navigator respectively of an aircraft detailed to carry out a low level attack on the German Naval Base at Trondheim. The target was located and in the face of intense opposition from the enemy's ground defences the attack was pressed home with great coolness and determination from a low level. During this operation the aircraft was hit. The outer portion of the wing caught fire and the fuselage and cockpit were filled with smoke. Soon the aircraft was well alight and, as it had become uncontrollable, Flying Officer MacIntyre decided to descend onto a lake to which he was directed by Pilot Officer Hewitt.

This he achieved by a feat of superb airmanship. The crew then manned their dinghy and made their way to the side of the lake. After a perilous journey and suffering great hardships, Flying Officer MacIntyre and his crew eventually reached England. The greatest credit is due to both these officers for their calm efficiency and courageous devotion to duty.

MacINTYRE, F/O Donald Phillip, DFC (J5998) - **Distinguished Flying Cross (United States)** - No.160 Squadron - Distinguished Flying Cross - Award effective 13 March 1943 as per AFRO 616/43 dated 9 April 1943.

For distinguished service as heavy bomber pilot, particularly on the 15th of November 1942, when he lost one engine while bombing Benghazi Harbour, but remained in action and started five fires.

NOTE: Public Records Office Air 2/9599 has more detailed citation as transmitted 10 January 1943.

For distinguished achievement as a pilot of heavy bombardment aircraft on operational missions. On the night of November 16/16, 1942, while participating in a raid on Benghazi harbour installations, he lost one engine. Using his skill as a pilot and his determination and zeal to accomplish his mission, he remained in action and succeeded in bombing his target, starting five fires. His accomplishments on this and other occasions exemplify the fine spirit and morale of 160 Squadron.

MacINTYRE, F/L Donald Philip, DFC (J5998) - **Mention in Despatches** - No.178 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. No citation to MiD.

MacINTYRE, S/L Donald Philip, DFC (J5998) - **Air Force Cross** - No.5 OTU - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945. As of AFC recommendation he had flown 1,354 hours, of which 334 were as instructor, 129 in previous six months.

This officer has proved himself to be an outstanding Chief Flying Instructor of this Operational Training Unit. Through his general knowledge, tenacity and resourcefulness he has raised the flying on this unit to a very high standard. He is a natural leader both in the air and on the ground and has shown himself capable of tackling any job. His outstanding ability, perseverance and tireless devotion to duty on this unit are worthy of the highest praise.

NOTE: In January 1997 the Royal Air Forces Escaping Society (Canadian Branch) presented to the National Aviation Museum a "dossier" (actually more like an album) with extended autobiographical notes on members (catalogued in the museum as D.805 C3 L96 1995 NMM). This included much information on MacIntyre although very little about his evasion which was relatively uneventful.

RCAF Press Release No. 2442 dated 24 July 1943 reads:

Bomb doors shot away, gasoline feeder lines cut, hydraulic system disabled and the aircraft generally in a colander-like condition from scores of flak holes, including 40 in the engines, F/L Donald P. MacIntyre, DFC (J5998) of East St. John, N.B., piloted a Liberator back from a bombing raid on Tripoli during the African campaign and landed it safely near Tobruk.

The story has just been told by Sergeant N.H. Dalton, Rhodesian wireless operator-air gunner, who has arrived back in Britain from his tour in the Mediterranean theatre.

This action-packed flight early in the year was only one of many flights, the Liberator having operated from Palestine, Egypt and then Benghazi. It had taken part in attacks on Crete and other Mediterranean ports, including Benghazi, prior to its occupation by the Eighth Army.

As the aircraft made its run-up on the night attack on Tripoli, the enemy threw a box of flak around it, and although he took quick action, MacIntyre couldn't evade it.

"I was sitting in the bomb-bay to check off the bombs, when I realized that the sound of bursting flak wasn't the only noise" said Sergeant Dalton. "There was the sound of shells ripping holes in us, and I thought it was funny when I heard one of the gunners say 'I think there's flak coming in here'. The seat the gunner had been sitting on had been blown away by a direct hit, but his only injury was a cut on the hand and some bits blown off his flying boots.

"Another direct hit blew the rear hatch in" continued Dalton. "We dropped our bombs except one which stuck in the rack. There were so many holes in the bomb doors by this time that they fell off, and a shell came in and burst near the remaining bomb but didn't explode it. I got a shell fragment in the knee, after which for a little while, I wasn't terribly interested in anything else.

“Our pilot turned out to see and stuck his nose down,” Dalton continued. “When we were well away and could check the damage, we found that we couldn’t get to the rear of the aircraft because the lines had been cut, and the escaping petrol was blinding. Despite this, the Australian rear gunner walked along the catwalk with his eyes shut and kicked away the remaining bomb. His sight was temporarily affected but he recovered rapidly.”

With its wireless disabled, the Liberator was coast-hopped basewards, the crew momentarily expecting to be ordered to bail out, but it was able to make landing near Tobruk.

“When we came down, it was still dark and our petrol was nearly exhausted” Dalton said. “As the hydraulic apparatus had been shot away, we had to use the manual gear to get the front and starboard wheels down, but the machinery for the port wheel having bits of flak in the works, would only half open, MacIntyre, always a splendid pilot, then did a marvellous job. He bounced the Liberator on the starboard wheel, which shock down the port wheel, and then made a perfect landing. Although there were 40 flak holes in the engines alone, none of them failed. There were also 20 holes near the seat of the gunner who ‘thought flak was coming in’.”

In addition to the Canadian skipper and the Rhodesian wireless operator – air gunner, the crew was composed of two Englishmen, two Australians, an Irishman and a Frenchman. Previously, it had been made up of the Canadian, the Rhodesian, five Englishmen and the Irishman. The Englishmen included a Cockney, aged 32, father of four children who was nicknamed ‘the old man’, a particularly reliable gunner.

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MacIVER, F/L Norman (J22945) - **Air Force Cross** - No.19 SFTS - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 30 May 1914. Enlisted in Calgary, 13 March 1941 and posted to No.2 Manning Depot. To No.10 Repair Depot, 2 May 1941. To No.2 ITS, 8 June 1941; graduated and promoted LAC, 14 July 1941; posted that date to No.5 EFTS; to No.3 SFTS, 12 September 1941; graduated and promoted Sergeant, 5 December 1941. To Trenton, 6 December 1941. To No.7 SFTS, 1 March 1942. Promoted Flight Sergeant, 5 June 1942. To No.15 SFTS, 6 August 1942. Promoted WO2, 5 December 1942. Subsequently commissioned with effect from 6 October 1942. Promoted Flying Officer, 6 April 1943. To No.19 SFTS, 2 May 1943. Promoted Flight Lieutenant, 1 April 1944. To No.3 SFTS, 27

February 1945. To No.7 Release Centre, 21 September 1945. Retired 28 September 1945. Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation; when recommended he had flown 2,000 hours of which 1,800 were as instructor, 200 in previous six months.

This officer has been instrumental in greatly improving twin-engine bombing training at this Service Flying Training School. This entailed a great deal of experimental flying and additional work beyond that which is normally expected. He has carried out this work and in fact all his duties in an exemplary manner and by his initiative and energy he has set a high standard in both armament and flying training at this unit. This officer's devotion to duty has been highly meritorious.

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MACKAY, F/L Donald Kenzie (C4002) - **Commended for Valuable Services in the Air** - No.5 SFTS - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born Kintail, Ontario, 13 March 1915. Home there. Enlisted at Camp Borden, 1 November 1939 as NCO pilot. To Trenton, 20 January 1940. To Rockcliffe, 12 February 1940. To No.4 SFTS, 7 September 1940. Commissioned 12 February 1941. To No.5 SFTS, 21 November 1941. Promoted Flying Officer, 12 February 1942. Promoted Flight Lieutenant, 15 April 1942. To Embarkation Depot, date uncertain, but taken on strength of RAF overseas, 18 October 1942. Later POW when shot down with No.156 Squadron, 20 February 1944. Repatriated to Canada, 6 July 1945. To No.1 Composite Training School, 20 July 1945. To Release Centre, 22 October 1945. Retired 9 November 1945.

Flight Lieutenant MacKay is a Flying Instructor of outstanding ability. He has completed over 1,700 hours of flying instruction. He has shown exceptional devotion to duty whilst flying. He served considerable time as a Sergeant Pilot and commenced instructing early in 1940 and has been continuously employed as an Instructor since that time. His consistent coolness in the air and his extreme keenness have been a valuable example to others.

MACKAY, F/L Donald Kenzie (C4002) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 11 February 1944 and AFRO 766/44 dated 6 April 1944. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DFC sent by registered mail, 9 November 1948.

The website "Lost Bombers" has the following on his being shot down. Lancaster ND345,

No.156 Squadron (GT-C), target Stuttgart, 20/21 February 1944. ND345 was delivered to No.7 Squadron from No.32 Maintenance Unit in January 1944, joining No.156 Squadron on 15 February 1944. It undertook no raids whilst serving with No.7 Squadron, but with No.156 Squadron took part in the following: Leipzig, 19/20 February 1944. Airborne at 0024 hours, 20 February 1944 from Warboys. Homebound, at 20,000 feet, passing south of Mannheim, hit by flak and exploded. Crew were F/L D.K.MacKay, DFC, RCAF (32 sorties, blown clear, POW, held in camp L.3, POW number 3612); Sergeant J.C.L.Reed (killed); P/O R.Halperin, DFC (killed); Sergeant G.P.Roche (killed); F/L B.O.Petridge DFM (killed); F/O J.Moffat, DFC (killed); S/L A.Muir, DFC (killed).

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MackAY, F/O Donald Robert (J36573) - **Air Force Cross** - No.8 Bombing and Gunnery School - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 31 July 1917. Home in Haney, British Columbia; enlisted in Calgary, 23 July 1941. To No.3 Manning Depot, 30 September 1941. To No.8 BGS (guard duty), 8 November 1941. To No.4 ITS, 20 December 1941. Graduated and promoted LAC, 14 February 1942 and posted that date to No.18 EFTS; to No.3 SFTS, 25 April 1942; graduated and promoted Sergeant, 14 August 1942. To No.2 Flying Instructor School, 11 September 1942. To No.7 SFTS, 4 November 1942. Promoted Flight Sergeant, 14 February 1943. Promoted WO2 on 14 August 1943. Subsequently commissioned (back-dated to 17 July 1943). To No.8 BGS, 4 January 1944. Promoted Flying Officer, 17 January 1944. To No.7 BGS, 16 December 1944. Remained in postwar RCAF, attaining rank of Flight Lieutenant, 19 June 1951 and Squadron Leader, 1 July 1959. Award presented 26 February 1949. Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation. As of recommendation he had flown 2,516 hours, of which 2,178 were as instructor, 629 in past six months.

This officer has shown devotion to duty which is in accordance with the best traditions of the service. The outstanding results obtained by his flight have been largely due to his individual efforts and ability. His work is worthy of the highest praise and his conduct has provided an example to all personnel who work with him. By his diligence, loyalty and efficiency this officer has made a valuable contribution to the training of aircrew.

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MACKAY, F/L John (J12635) - **Distinguished Flying Cross** - No.401 Squadron - Award effective 23 March as per **London Gazette** dated 3 April 1945 and AFRO 765/45 dated 4 May 1945. Born at Arbakka, Manitoba, near Winnipeg, 15 February 1920; originally his name was "Mahachak" (an Austrian name). Educated at Rycroft Elementary School, Rycrift, Alberta, 1924-1934; at Spiro

and Edmonton High School, 1934 to 1939; Opportunity School, Denver, 1939-1940 (technical training, welding and chemistry). Employed by Creighton Mines in 1940 (two months as a marker), Kennedy and Sons, Owen Sound, 1940-1941 (machine shop), then on the CPR liner **Empress of Asia** (four months as a fireman, 1941) and then on other ships in CPR line. Gave home as Cloverdale, British Columbia; enlisted in Toronto, 3 September 1941. To No.1 Manning Depot, 18 September 1941. To No.1 Training Command Headquarters, Toronto, 1 November 1941 (guard at De Havilland Aircraft plant). To No.5 ITS, Belleville, 24 November 1941; graduated and promoted LAC, 17 January 1942 but not posted to No.21 EFTS, Chatham, New Brunswick until 31 January 1942. To No.9 SFTS, Summerside, 12 April 1942. Graduated and commissioned 3 July 1942. To Central Flying School, Trenton, 5 July 1942. To No.6 SFTS, Dunnville, 20 September 1942. Promoted Flying Officer, 3 January 1943. To "Y" Depot, Halifax, 19 July 1943. To RAF Trainee Pool, 3 September 1943. Embarked from New York, 8 October 1943. Disembarked in United Kingdom, 16 October 1943. Remained on strength of No.3 PRC, Bournemouth until 22 February 1944 when posted to No.7 (Pilots) Advanced Flying Unit. To No.57 OTU, 16 May 1944. Promoted Flight Lieutenant, 1 July 1944. Served in No.401 Squadron, 5 August 1944 to 30 April 1945. To No.83 Group Servicing Unit, 30 April 1945, checking equipment, tactics and weapons. To No.3 PRC, 18 July 1945, remaining on strength of that unit until 22 November 1945. On strength of No.126 Wing, 2 December 1945 to 19 December 1945; crashed on the latter date and hospitalized, being evacuated by air to Britain. He was with No.412 Squadron at the time of the accident; engine cut at 150 as he was landing, force-landed on Sylt, Germany. Repatriated to Canada via Lachine, 14 March 1946. On strength of No.8 Release Centre, Edmonton, 22 March to 26 June 1946. On strength of Northwest Air Command, Edmonton, 27 June to 31 October 1946; retaining rank of Flight Lieutenant as of 1 October 1946 (postwar number 19727). With Winter Experimental Establishment, Namao (Edmonton), 1 November 1946 to 31 March 1947. Commanding Officer, WEE Detachment, Whitehorse, 1 April to 3 September 1947. At Central Flying School, Trenton, 4 September to 8 November 1947. Officer Commanding, Watson Lake, 9 November 1947 to 24 February 1948. With Northwest Air Command "K" Flight, Edmonton, 25 February 1948 to 23 April 1948. At Central Flying School, Centralia, 24 April to 3 July 1948. At No.1 Air Navigation School, Summerside, 4 July to 18 October 1948. With No.9403 Unit, Calgary, 19 October 1948 to 17 December 1949 (Chief Flying Instructor for No.403 Squadron). On strength of Canadian Joint Staff, London, 18 December 1949 to 27 February 1952 (attached to RAF Flying College). Promoted Squadron Leader, 4 January 1950. With No.416 Squadron, Uplands, 28 February to 29 September 1952. With No.2 (Fighter) Wing, France, 30 September 1952 to 14 March 1953. On strength of Canadian Joint Staff, Washington, 15 March to 16 July 1953 while flying in Korea (20 March to 10 July 1953) where he destroyed a MIG-15 and was awarded the USAF Air Medal. With Air Defence Command, St. Hubert, 17-23 July 1953; with No.444 Squadron, 24 July to 9 September 1953 (Officer Commanding during relocation to Germany). With No.416 Squadron, Grostenquin, 10 September 1953 to 28 August 1954 (Commanding Officer). Officer Commanding, Pilots Weapons School, Macdonald, Manitoba, 26 August 1954 to 2 November

1955. Officer Commanding, Central Flying School, Trenton, 3 November 1955 to 1 September 1958. Promoted Wing Commander, 1 January 1957. Attended RCAF Staff College, Toronto, 2 September 1958 to 26 June 1959. With No.1 (Fighter) OTU, Chatham, 27 June 1959 to 13 September 1959. With No.439 Squadron, 14 September 1959 to 1 July 1960 (Commanding Officer). With No.4 Wing, 2 July 1960 to 6 August 1962 (Chief Operations Officer). With No.2 Wing, 8 August 1962 to 15 May 1963 (Chief Operations Officer). On strength of Canadian Joint Staff, London, 16 May 1963 to 7 July 1965. On strength of AFHQ, 8 July 1964 to 15 February 1969. Released from RCAF, 28 September 1969. Aerial victories as follows: **25 October 1944**, one Me.262 destroyed (shared with four others); **25 December 1944**, one Bf.109 destroyed; **1 January 1945**, one Bf.109 destroyed, two FW.190s destroyed, one Me.262 damaged (shared with another pilot); **14 January 1945**, three FW.190s destroyed; **1 March 1945**, one FW.190 destroyed, one Bf.109 damaged, one FW.190 damaged; **28 March 1945**, two Bf.109s destroyed; **16 April 1945**, three Ar.234s damaged on ground; **20 April 1945**, one Bf.109 destroyed. DFC and Bar sent to him by registered mail, 28 June 1948. For additional details see H.A. Halliday, **The Tumbling Sky**. Logbooks held by Cold Lake Air Force Museum.

This officer has shown outstanding ability in operations against enemy transport, both in the Battle of the Falaise Gap and in the Arnhem battle. Most of these attacks were pressed home in the face of intense anti-aircraft fire. In January 1946 Flight Lieutenant Mackay led his section in an attack against enemy aircraft which were circling his airfield. He successfully destroyed one of the attackers and after expending the remainder of his ammunition on a second, pursued it so closely that he forced the pilot to crash. A few minutes later he repeated this brilliant feat and forced another enemy pilot to crash, thus destroying three enemy aircraft in one sortie. Flight Lieutenant Mackay has always displayed outstanding skill, determination and courage.

MACKAY, F/L John, DFC (J12635) - **Bar to Distinguished Flying Cross** - No.401 Squadron - Award effective 15 May 1945 as per **London Gazette** of that date and AFRO 1085/45 dated 29 June 1945.

Since being awarded the Distinguished Flying Cross, Flight Lieutenant Mackay has participated in very many sorties. Throughout he has displayed the greatest keenness and has been responsible for the destruction of much enemy equipment. He is a highly skilled and fearless fighter, whose devotion to duty has been outstanding. Flight Lieutenant Mackay has destroyed ten enemy aircraft in air fighting.

Further Notes: He flew about 300 sorties during the war. Later in his career, attached to RAF Station Manby, he took part in a round-the-world flight with Lincoln bombers.

As of 1 January 1952 he reported having flown 213 hours dual by day, 20 hours 30 minutes dual by night, 2,101 hours solo or as captain by day, 166 hours solo or as captain by night. His types included the Tiger Moth (107.45), Spitfire (403.10) and Tempest (15.55)

As of 31 December 1964 he listed the following types and hours flown: Sabre (882), T-33 (813), Harvard (1,459), C-45 (166), Hunter (13), Lightning (four), CF-100 (69), Athena (74), Mitchell (13), Lincoln (83), Meteor (144), Valetta (61), Vampire (61).

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MackAY, F/O John Hamilton (J28257) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 16 July 1913 in Frank, Alberta; home is Sardis, British Columbia (diamond driller); enlisted in Vancouver, 21 July 1942 and posted to No.3 Manning Depot. To No.7 SFTS (guard duty), 11 September 1942. To No.4 ITS, Edmonton, 24 October 1942; graduated and promoted LAC, 30 December 1942; to No.5 EFTS, High River, 23 January 1943; ceased training and posted to No.3 Manning Depot, 12 February 1943. To No.7 BGS, Paulson, 5 March 1943; to No.1 AOS, Malton, 27 May 1943; graduated and commissioned, 9 July 1943. To "Y" Depot, 23 July 1943. Embarked from Halifax, 26 August 1943. Disembarked in Britain, 1 September 1943. To No.9 (Observer) AFU, 2 November 1943 (27 hours 55 minutes on Ansons). To No.23 OTU, 4 January 1944. Promoted Flying Officer, 9 January 1944. To No.22 OTU, 15 January 1944. To No.61 Base, 8 May 1944. Attached to Battle School, Dalton, May 1944. Further training delayed by appendicitis. Attached to No.1659 Conversion Unit, 16 June to 15 July 1944 (29 hours 20 minutes on Halifax aircraft). To No.419 Squadron, 15 July 1944 (Lancasters, 189 hours 45 minutes). Repatriated 1 February 1945. To Western Air Command, 13 February 1945. To No.8 Release Centre, 6 April 1945. Released 18 April 1945. Medal sent by registered mail, 11 March 1949. Died in Sardis, British Columbia, 7 August 1980 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.1941 (RG.24 Vol.20612) has recommendation dated 24 January 1945 when he had flown 30 sorties (187 hours 20 minutes), 28 July 1944 to 27 November 1944.

This Air Bomber has completed 30 operations and throughout his tour has shown great determination and devotion to duty.

On a daylight operation on Duisburg on 14th October 1944, while on the bombing run, his aircraft was hit by flak, smashing the perspex nose and one piece of flak striking his helmet. He pressed home the attack giving calm and cool instructions to the captain and successfully bombed the target. His results have always been most gratifying, having had no less than eight photographs

plotted on the target.

As H2S leader, his patient instruction and example was an inspiration to all his section.

The sortie list was as follows:

28 July 1944 - Hamburg (6.25)
1 August 1944 - Acquet (5.40)
4 August 1944 - Bois de Cassan (6.05)
5 August 1944 - St. Leu d'Esserent (5.20)
7 August 1944 - Caen (5.10)
9 August 1944 - Acquet (4.10)
10 August 1944 - La Pallice (7.10)
14 August 1944 - Falaise (5.15)
25 August 1944 - Russelheim (9.35)
29 August 1944 - Stettin (9.15)
6 September 1944 - Emden (4.20)
10 September 1944 - Le Havre (5.10)
17 September 1944 - Boulogne (4.00)
18 September 1944 - Domburg (4.30)
25 September 1944 - Calais (5.00)
27 September 1944 - Bottrop (6.00)
28 September 1944 - Cap Gris Nez (3.45)
9 October 1944 - Bochum (6.45)
14 October 1944 - Duisburg (5.45)
14 October 1944 - Duisburg (6.05)
19 October 1944 - Stuttgart (6.50)
23 October 1944 - Essen (6.25)
25 October 1944 - Essen (5.25)
28 October 1944 - Cologne (5.45)
30 October 1944 - Cologne (6.30)
1 November 1944 - Oberhausen (6.15)
16 November 1944 - Julich (5.25)
18 November 1944 - Munster (5.30)
21 November 1944 - Castrop Rauxel (6.10)
27 November 1944 - Neuss (5.15)

Training: Interviewed in Vancouver, date uncertain. "Has the necessary spirit and desire to fly and should do well in Aircrew. Mature, steady and responsible."

At No.5 EFTS he requested discontinuance of pilot training. "A quiet, defendable airman who is mature and reliable; did not do well as a pilot and prefers to reselect to some other branch of aircrew where he will be more valuable. A hard worker with a good attitude, should do well as Air Bomber. Conduct very good." (S/L W.W. Smith, 12 February 1942). He had flown six hours dual on Cornells.

Course at No.7 BGS was 8 March to 28 May 1943. Trained on bombing on Anson (47.55 day, 7.35 night); carried out 22 exercises, dropping 116 bombs (usually five per exercise). Described as "average air bomber." Trained in gunnery on Bolingbroke (23.10, day). In gunnery tests he executed five exercises, fired 4,350 rounds, scoring about ten percent hits. Spent 15 hours on turret manipulation, six hours in practical turret work (harmonisation, arming). Assessed as "above average" Air Gunner. General courses were Bombing (written), 233/250, Bombing (oral), 198/250, Proficiency as Bomb Aimer, 265/400, Gunnery (written), 89/100, Gunnery (oral), 84/100, Proficiency as Air Gunner, 150/200, Aircraft and Ship Recognition, 47/50, Signals, 48/50. Placed eighth in a class of 45.

Course at No.1 AOS was 31 May to 9 July 1943. Anson aircraft (26.10 day, 20.20 night). Examined in Navigation, Air Work (354/500), Bombing, Air Work (201/300), Photography, Air Work (130/200), Elements of Navigation (119/200), Signals, Practical (250/250), Photography (90/150), Reconnaissance (142/150) and Aircraft Recognition (204/250). Placed 29th in a class of 40. Assessed under the following headings - Navigation, "Air work consistently good. Pinpointing ability good. Ground work just average. A practical rather than a theoretical man." Armament - "Well above average in aircraft recognition. Slightly below average in bombing but as he is a very steady and reliable man he will make an excellent Air Bomber." General - "Keen type who impressed well on first appearance. Dependable and trustworthy. Works hard and proved quite capable in the air. Should make a good Air Bomber. Marks are no indication of his ability."

Course at No.9 (Observer) AFU was 2 November 1943 to 3 January 1944. Flew in Anson aircraft - 15.05 by day (map reading), 2.40 on "other" work by day, 6.20 by night (map reading). Described as "Very good and keen Air Bomber". Dropped 12 bombs with CSBS (two exercises, average error of 98 yards). Air Work marks were as follows - Map Reading, Day (305/400), Map Reading, Night (213/300). Ground courses in Map Reading (295/400), Recognition (95/100), Bombing Revision (60/150), Signals (30/50). "Progress during course fairly good. Bombing exam results below average - could have done much better."

Course at No.22 OTU was 12 January to 18 April 1944. Wellington aircraft. Day flying as follows - Local Bombing (11.40), Local Gunnery (4.05), Cross-Country Exercises (39.15), Other (2.00). Night flying as follows - Local Bombing (10.40), Local Gunnery (1.55), Cross-Country Exercises

(26.55), Other (3.10). Daylight Bombing Exercises as follows - High Level (two exercises, 16 bombs), Medium Level (one exercise, eight bombs), Stick (six exercises, 12 bombs), Simulation by Photography (six exercises). Night Bombing Exercises as follows - High Level (three exercises, 24 bombs), Stick (ten exercises, 20 bombs), Simulation by Infra-Red (nine exercises of which four were successful). Conducted two gunnery exercises, air-to-sea (1,000 rounds). Assessment of Cross-Country exercises was that his bombing was fair and map-reading good. Overall Air Work assessed under the following headings - Bombing, Day (92/150), Bombing, Night (109/150), Map Reading, Day (145/200), Map Reading, Night (150/200), Photography, Day (82/100), Photography, Night (86/100), and Gunnery (68/100). Ground Work assessed under following headings - Bombing Theory (40/50), Bombing Drill, Panel Manipulation (180/200), Map Reading, AMBT (165/200), Photography (43/50), Operational Bomb Loads (42/50), Pyrotechnics (35/50), Gunnery, Practical (135/150), Aircraft Recognition (43/50), Bombs and GMPs (32/50), Emergency Crew Drills (40/50). "Good type of officer. Steady and reliable at his work. Showed sound improvement while at this Unit. Air Work good.'

Notes: On repatriation form he stated he had flown 30 sorties (189.45 operational hours) and 156.10 non-operational.

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MACKAY, F/O Mervyn Lewis (J87078) - **Distinguished Flying Cross** - No.617 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 7 November 1920 in New Glasgow, Nova Scotia; home there (payroll clerk); enlisted in Halifax, 9 December 1941. To No.5 Manning Depot, 5 January 1942. To No.12 Equipment Depot, 28 February 1942. To No.6 ITS, 9 May 1942 (graduated and promoted LAC, 17 July 1942; to No.20 EFTS, 15 August 1942; ceased training, 18 September 1942 and posted to No.1 Composite Training School; to No.5 BGS, 10 October 1942; graduated 4 December 1942 and posted next day to No.1 AOS; graduated and promoted Sergeant, 22 January 1943. To "Y" Depot, 5 February 1943. To RAF overseas, 3 March 1943; disembarked in Britain, 17 March 1943. Attached to No.53 Division, 9-21 April 1943. To No.4 AOS, 17 May 1943. To No.14 OTU, 15 June 1943. Promoted Flight Sergeant, 22 July 1943. To No.1654 Conversion Unit, 29 September 1943. To No.630 Squadron, 31 December 1944. Promoted WO1, 22 January 1944. Commissioned 18 March 1944. To No.617 Squadron, 5 April 1944. Promoted Flying Officer, 18 September 1944. Repatriated 18 April 1945. To Moncton, 30 April 1945. To Botwood, 9 June 1945. To No.408 Squadron, Greenwood, 1 October 1945. To Eastern Air Command, 18 May 1946. To Release Centre, 22 August 1946. Released 3 September 1946. Postwar instructor at Nova Scotia Vocational Schools. DFC presented in Halifax, 27 July 1949. Died in New Glasgow, Nova Scotia, 12 February 1991 as per **Legion Magazine** of May 1991.

Flying Officer Mackay has completed a large number of successful sorties as air bomber. He has taken part in many operational missions against some of the

most heavily defended targets in Germany, including Berlin, Stuttgart, and Nuremberg, and in three attacks on the battleship Tirpitz. On one sortie to the Kembs barrage the aircraft was badly hit in the bomb aimer's compartment. In spite of the extensive damage this officer displayed outstanding skill and coolness and greatly assisted his pilot to complete the mission successfully. His coolness and determination have always been an inspiration to his crew.

RCAF photo PL-42623 (19 March 1945) is captioned as follows: "He has dropped upwards of 500,000 pounds of high explosives on selected targets in more than 45 bombing trips. F/L M.L. MacKay, air bomber, New Glasgow, Nova Scotia, was on all three trips against the battleship **Tirpitz** which ended in its sinking under the weight of 12,000 pound 'earthquake' bombs. He's disappointed that his operational career ended before he had a chance to drop the new British 22,000 pounder."

Notes: Application for Operational Wing dated 28 February 1945 stated he had flown eleven sorties with No.630 Squadron (79 hours) and 34 with No.617 Squadron (195 hours), 30 January 1944 to 22 February 1945.

On Repatriation Form dated 1 April 1945 he stated he had flown 46 sorties (264 hours 40 minutes), the last on 24 February 1945. Had also flown 351 hours 30 minutes non-operational. Types experienced were Anson (16.55), Botha (1.20), Wellington (80.35), Halifax (1.50) and Lancaster (515.30). Had shot down one FW.190 (possibly 20 May 1944) and been part of attacks on **Tirpitz**.

A report from No.630 Squadron dated 18 March 1944 stated that to date he had flown 47 hours 37 minutes operational and 286.16 non-operational. Sorties listed on this form as follows:

30 January 1944 - Berlin
24 February 1944 - Schweinfurt
28 February 1944 - Augsburg - shot up by FW.190
1 March 1944 - Stuttgart
10 March 1944 - Clermont-Ferrand
16 March 1944 - Stuttgart

Training: Interviewed 9 December 1941 in New Glasgow, Nova Scotia, 9 December 1941. "Desirous of flying. Wants to be in the service. Clean cut and seems of good character. Should make good aircrew."

Course at No.6 ITS was 25 May to 17 July 1942. Courses in Mathematics, Law and Discipline,

Navigation, General Studies, Anti-Gas, Armament, Aircraft Recognition, Drill, and Signals and Meteorology. Scored 740 out of possible 1,000 points. Placed 80th in a class of 93. "Rather reticent and slow to learn. Pleasing appearance and personality. He can do well if he applies himself but seems to lack ability to concentrate, Second aircrew recommendation - Air Bomber."

Trained at No.20 EFTS, 17 August to 9 October 1942. Flew Tiger Moths - 12 hours 30 minutes dual and 20 minutes solo (30 minutes on instruments); logged five hours in Link. "Takeoffs below average, landings poor. Gliding speeds at times dangerous - stretching glides - Judgement of height and distance poor - Recommended for Air Observer." The report of the Chief Flying Courses in Mathematics, Law and Discipline, General Studies, Airmanship, Armament (practical and written), Aircraft Recognition, Drill, and Signals. Scored 700 out of possible 1,000 points. Placed 30th in a class of 33 Instructor was explicit - "Flew this trainee 45 minutes during which time he proved his ability to fly and land but very timid and lacks initiative. I soloed him and he blew up - approached to land at 50 - 55 mph, recovery from bounce showed plainly that the man is temperamentally unsuited for service flying."

Course at No.5 BGS was 12 October to 2 December 1942. Battle and Anson aircraft; bombing training was 23.00 day and 5.50 night; gunnery training was 9.50 by day. Dropped 46 bombs high level and 12 low level. In gunnery scored 2.5 percent hits in Beam Test, 8.6 percent hits in Beam Relative Speed Test, six percent hits in Under Tail Test. Fired 1,600 rounds air-to-air and 600 rounds tracer. Spent five hours 55 minutes in turret manipulation. Spent 40 minutes in turret harmonization and arming. Examined in bombing, written (146/250), bombing, practical (197/250), Gunnery, written (79/100) and Gunnery, practical (68/100). "Above average in air work. Average in ground subjects." Placed 46th in a class of 49.

Course at No.1 AOS was 7 December 1942 to 22 January 1943. Anson aircraft - 22 hours 45 minutes by day, 14 hours 30 minutes by night. Graded in Air Navigation Air Work (71/100), Bombing Air Work (64/100), Photography Air Work (72/100), Elements of Navigation (43/50), Practical Signals (54/75), Phonography (45/50), Reconnaissance (36/50), Aircraft Recognition (59/75). Placed 13th in a class of 17. Described under following headings: **Navigation:** "Appeared to have no difficulty in learning to map read." **Armament:** "Aircraft recognition below average but this student is good worker in all Armament subjects." **General:** "Showed enthusiastic application to his ground work; should develop into a very good air bomber with further experience." (S/L W.C. Kent).

Course at No.4 AOS, RAF, was 19 May to 14 June 1943. Flew in Anson and Botha aircraft - 4.30 on bombing (day), 1.20 on gunnery (day), combined exercises (7.45 by day. 4.45 by night). Using CSBS dropped 11 bombs, day and night. Fired 400 rounds from Browning machine guns. "Above average theory. Practical results below average but should improve with more practice."

A very keen pupil with plenty of initiative, Did not complete course; extension refused by Air Ministry. Interviewed by Chief Instructor at end of course."

Course at No.14 OTU was 20 June to 14 September 1943. Flew 45.25 by day and 35.10 by night. Fired 500 rounds on ground and 500 air-to-air. Courses in bombs and components, pyrotechnics, bombing drill, panel manipulation, bombsights, bombing theory. "This pupil has had average results in his practice bombing exercises. He improved towards the end of the course but in his final assessment could only get average marks. He is keen, however, and should get on well at a squadron. Like the rest of his course has suffered from a break in training consequent on the change in stations."

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MackAY, W/C Thomas Sutherland (C6540) - **Mention in Despatches** - No.6 Group - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born in Brighton, England, 26 September 1903 (RCAF press release announcing MBE). Educated in Dawson, Vancouver and by home schooling in mining. Office Boy with Crown Willamette Paper Company, San Francisco and Ocean Falls, British Columbia, 1917-1920. With Premier Gold Mines, 1921-1936, rising from clerk to Chief Accountant and Assistant Manager. With Big Bell Mines, 1936-1939, an Australian/American firm. Resigned his management position in 1939 to develop his own property in British Columbia (MacKAY Gold Mines) but halted in 1940 when British finance dried up. Employed 1940-41 by Mr. A.B. Trites (Premier Gold Mines) in exploring a gold concession in British Guiana. Home in Vancouver; enlisted there 8 August 1941 and commissioned that date, being immediately granted rank of Flying Officer. Posted to No.1 Manning Depot, Toronto on appointment. To No.15 SFTS, 28 August 1941. To "Y" Depot, 31 January 1942. Embarked from Canada, 9 February 1942. Taken on strength of No.3 PRC, 20 February 1942. To No.403 Squadron, 18 March 1942. To No.402 Squadron, 23 March 1942. To No.401 Squadron, 23 July 1942. To RCAF Overseas Headquarters, 12 October 1942. Promoted Flight Lieutenant, 15 November 1942. Promoted Squadron Leader, 12 July 1943. Attached to Headquarters, No.5 Group, 24 April to 1 May 1944. To Headquarters, No.6 Group, 29 May 1944. Promoted Wing Commander, 6 July 1944. Repatriated to Canada via No.62 Base, Greenwood, 19 June 1945; posted that date to No.8 OTU; to Station Greenwood, 31 July 1945, apparently for Tiger Force duties. To Eastern Air Command Headquarters, 25 August 1945. To No.8 Release Centre, 20 September 1945. Released 10 October 1945. Died in Vancouver, 26 February 1982 as per British Columbia Vital Statistics. No citation. RCAF photo PL-31145 (ex UK-12620 dated 14 July 1944) shows him as recently appointed Senior Intelligence Officer, No.6 Group. RCAF photo PL-31146 (ex UK-12621 dated 14 July 1944) shows him seated; standing is a staff member, F/O J.F. Stirn of Vancouver. RCAF photo PL-40137 (ex UK-16738 dated 21 November 1944) is captioned as follows: "W/C T.S. MacKAY, Vancouver, Senior Intelligence Officer, RCAF Bomber Group in Britain), dons a fedora for the Headquarters

Hallow'en Masquerade.”

MackAY, W/C Thomas Sutherland (C6540) - **Member, Order of the British Empire** - No.6 Group Headquarters - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Presented 29 May 1947. No citation in AFRO; DHist file 181.009 D.2629 (RG.24 Vol.20628) has only the following, provided for an investiture:

For meritorious and outstanding service at No.6 Group Headquarters.

Public Records Office Air 2/9056 has the following recommended citation:

Despite the abnormal strain of operational work brought about by D Day, Wing Commander MacKay, the Senior Intelligence Officer, immediately effected many far reaching changes in the Intelligence organization within the group. His keen, perceptive mind, unusual organizing ability and unflagging enthusiasm not only brought his own organization to its high peak of efficiency, but he was responsible for many suggestions which led to the improvement of the operational methods of the group. Wing Commander MacKay has made an outstanding contribution to the operational successes of this group.

Selected Assessments: “Although this officer has not had an administrative course, or any other specialized RCAF training, he carries out his duties in a satisfactory manner. He is very conscientious and pains taking.” (F/L J. Constabris, No.15 SFTS, 27 November 1941.)

“This officer has been carrying out the duties of an administrative officer and, temporarily, as Station Adjutant and his work is in every way satisfactory. He is very methodical, conscientious and hard working, and while he was at first handicapped by his lack of service knowledge, he has overcome this deficiency.” (W/C P.R. Hampton, 24 December 1941).

On posting from No.403 Squadron to No.11 Group, 5 August 1942. Duties were those of Intelligence Officer. “Pleasant personality who has travelled much and is conversationally very interesting. An Intelligence Officer with original ideas. His rendering of combat reports is excellent and his general interest in his work is a high standard.” (S/L A.C. Deere).

“An outstanding Intelligence Officer. Unexcelled for energy and keenness.” (G/C G.C. Truscott, 5 June 1944).

“Has a very pleasing personality, excellent qualities of leadership and his manner with subordinates is exemplary. Is a very capable Intelligence Officer; he has not only performed his tasks in a most satisfactory way but has accomplished many additional tasks of important

nature." (S/L M. Adams, 8 August 1944).

"This officer is very interested in his own work and the reputation and efficiency of the RCAF as a whole. He has effected a great improvement in the Intelligence Branch since his arrival in the Group. An efficient and very satisfactory officer." (Air Commodore R.E. McBurney, 27 April 1945).

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MackAY, F/O William (J39031) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 13 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 23 January 1925 in Bagor, Northern Ireland; home in Toronto. Former Royal Canadian Artillery. Enlisted in Toronto, 15 December 1942 and granted Leave Without Pay until 3 May 1943 when posted to No.1 Manning Depot. To No.6 SFTS (non-flying duty), 22 June 1943. To Technical Training School, 27 June 1943. To No.2 Air Gunner Ground Training School, 3 September 1943. Promoted LAC, 16 October 1943 and posted to No.3 BGS; graduated and commissioned, 26 November 1943. To "Y" Depot, 10 December 1943. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944. Promoted Flying Officer, 26 May 1944. Repatriated to Canada, 27 November 1944. To Mountain View, 26 January 1945. To "Y" Depot again, 27 April 1945. To United Kingdom, 8 May 1945. This latter may have been a posting notice that was subsequently cancelled, as he was posted to Greenwood, 23 July 1945. To Release Centre, 3 September 1945. Released 10 September 1945. Award presented 22 June 1949.

This air gunner has displayed exceptional skill and his accurate shooting has on more than one occasion played a large part in the safe return of his aircraft to base. Flying Officer MacKay has contributed in the destruction of a Junkers 88.

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627) has original recommendation drafted by S/L H.T. Patterson, 19 August 1944, when he had flown 20 sorties (95 hours 40 minutes). See also entry for A.L. Butler.

This officer, the Mid-Upper Gunner of the crew captained by Flying Officer Nixon, has to date made 20 operational sorties over enemy territory.

During the attack on Sautrecourt on the 16th of June 1944, Pilot Officer MacKay was the Mid-Upper Gunner of the aircraft which was attacked six times by enemy fighters. This officer, however, by his excellent teamwork with his Rear Gunner, was equally responsible in extricating his aircraft from a perilous situation.

On another occasion when detailed to attack Metz of the 28th of June 1944, this officer's aircraft was attacked by a Ju.88 just before reaching the target. His coolness, skill and determination resulted in the enemy aircraft being destroyed, thus once again extricating his crew and aircraft from a dangerous situation. His coolness in action has been a constant inspiration to his crew.

I consider that this officer, by his devotion to duty and gallant conduct, fully merits the immediate award of the Distinguished Flying Cross.

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MACKELL, G/C David Edward (C1113) - **Commander, Order of the British Empire** - AFHQ, Director of Personnel - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born in Ottawa, 12 March 1898 (RCAF Press Release 2659 announcing award) or 12 March 1897 (CEF attestation papers). Enlisted in 51st Battery, Canadian Field Artillery, Ottawa, 24 January 1916 (Canadian Artillery). To No.4 Company, Canadian Army Service Corps, Divisional Train, 18 April 1916. Embarked for England, 28 June 1916; arrived 6 July 1916. To Canadian Army Service Corps, 8 August 1916. To 4th Divisional Train, 9 August 1916. To France, 10 August 1916 as a Driver. Attached to 11 Canadian Field Ambulance, 4 January 1917. To England, 10 May 1919. To Canada, 6 June 1919. Discharged in Halifax, 21 June 1919. Enlisted in RCAF 1 April 1924; as of 1 April 1939 he was a Warrant Officer. Commissioned in Administration Branch, 15 September 1939. As of 1 June 1941 he was a Wing Commander in AFHQ. Promoted Group Captain, 1 November 1943. Promoted Air Commodore, 3 April 1944. Retired in Ottawa, 22 July 1950. Awarded Queen's Coronation Medal, 23 October 1953 when he was an Air Commodore (retired). Helped organize RCAF hockey teams including the 1948 Olympic champion "Flyers". Died in Ottawa, 5 September 1972. RCAF photo PL-1263 taken as a Flight Lieutenant. Photo PL-48162 shows him after investiture, posed with W/C R.M. Winter, MBE.

This officer has served with distinction as Director of Personnel since July 1942, during which time he has been responsible for framing and implementing the many policies which devolve upon this Directorate. His unfailing loyalty and devotion to duty, his outstanding efficiency and great capacity to get things done, as well as his depth of perception and co-operative attitude, have made him a tower of strength to his superior officers. During the early stages of the war he was largely responsible for compiling and editing the numerous publications and orders under which personnel matters are now administered, as well as the development of suitable administrative procedures. His application to his many tasks has been an inspiration to all who have associated with him.

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MACKELL, S/L Thomas Emmett (C2915) - **Mention in Despatches** - No.9 Construction and Maintenance Unit - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Westmount; enlisted in Montreal, 11 October 1940 in Signals Branch; Flying Officer as of 18 March 1941. To Western Air Command, 17 March 1942. Promoted Flight Lieutenant, 5 July 1942. Promoted Squadron Leader, 1 April 1944. Classified as Landlines Specialist, 18 August 1944. To be Works and Buildings Officer, 15 June 1945. To No.2 Release Centre, 2 November 1945; retired 7 November 1945.

This officer has been in charge of construction of communication and telephone projects throughout the Command for the past three years. He has displayed exceptional ability and skill in this regard; he has accepted and completed projects far beyond the scope of the normal duties of his trade, and has instilled high morale and discipline in the men under his command. Numerous urgent telephone and signal projects have been directed to him to a speedy conclusion, in the face of great difficulty and trouble. It is due to his efforts that many essential services within this command were put into operation before schedule and to full efficiency.

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MackELVIE, F/O Bayne Sourby (C18099) - **Mention in Despatches** - Overseas - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 9 November 1914. Home in Sudbury; enlisted in Toronto, 18 February 1941 as Wireless Electrical Mechanic and posted to No.1 Manning Depot. Reclassified as Radar Mechanic, 4 April 1941. To RAF overseas, 14 April 1941. Promoted Corporal, 1 July 1942. Promoted Sergeant, 4 January 1943. Promoted Flight Sergeant, 1 July 1943. Commissioned 19 August 1943. Promoted Flying Officer, 19 February 1944. Repatriated 4 September 1945. Retired 13 October 1945.

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MackENZIE, FS Alexander Gerald (R78574) - **Distinguished Flying Medal** - No.50 Squadron - Award effective 11 November 1942 as per **London Gazette** dated 27 November 1942 and AFRO 1962/42 dated 4 December 1942. Born 10 January 1914 in Lucknow, Ontario; home there; enlisted London, 16 October 1940. To No.1 ANS (guard), 7 November 1940. To No.2 ITS, 30 November 1940; graduated and promoted LAC, 2 January 1941 when posted to No.12 EFTS; ceased training and posted to No.1 Manning Depot, 20 January 1941; to No.4 AOS, 14 April 1941; graduated 7 July 1941 when posted to No.4 OBGs; graduated 17 August 1941 when

posted to No.2 ANS; promoted Sergeant, 18 August 1941; to No.31 OTU, 8 October 1941; to RAF overseas, 9 December 1941. Medal presented at Buckingham Palace, 30 March 1943. Shot down and taken prisoner, 31 August 1943; while serving in No.419 Squadron Halifax JD331); POW for 20 months; returned to United Kingdom, 16 May 1945; repatriated 1 June 1945; released in Toronto, 27 August 1945 (WO1). Living in Vancouver in 1950.

Flight Sergeant MacKenzie has participated in many attacks on the enemy as air bomber. He has always shown great determination to press home his attack and hit the primary target. On many occasions excellent photographs have been obtained, which reflect great credit to him. He took part in the daylight raids on Le Creusot and Milan, and also in the night raid on Genoa. On the 22nd October, 1942, in the raid on Milan, the aircraft flew at a very low altitude and Flight Sergeant MacKenzie released his bombs with unerring skill in the middle of a large factory, which was left in flames. He has set a high standard in bomb aiming and has always displayed great devotion to duty.

The website "Lost Bombers" has the following on his being shot down. Halifax JD331 of No.419 Squadron (VR-K), target Berlin, 31 August/1 September 1943. This was one of three Halifaxes of No.419 lost this night; the others were JD270 and JD464. Airborne at 1946 hours, 31 August 1943 from Middleton St.George. Shot down by a night-fighter and crashed at Hillentrup, 7 km ENE of Lemgo. Crew consisted of F/L D.J.Corcoran, RCAF (POW, held in L.3, POW number 2537), Sergeant D.W.Sweet (killed), WO1 A.G.MacKenzie, RCAF (POW, held in Camp 4B, POW number 222619), Flight Sergeant A.C.Harris (killed), WO2 H, de Aperng, RCAF (killed), Sergeant W.E.Greensides, RCAF (POW, held in Camps L.3 and 357, POW number 512), F/O D.E.Larlee, RCAF (POW, held in same canps as Corcoran, POW number 2371).

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interview of 17 May 1945. He stated he had flown 45 sorties as navigator.

Took off from Middleton St. George. Aircraft on track. Winds good and steady. Ten to 15 minutes before target saw Halifax shot down on starboard. Two minutes later hit by flak fragments from below, then fighter attacked us. Intercom went dead, so told the pilot to go on reciprocal course for home as I thought we were badly hit. Then went back to table to work out new course. Engineer saw fire in fuselage and two port engines. Aircraft well on fire. I went up to pilot who said to bale out. Baled out and bomb aimer was waiting his turn.

Believe no evasive action taken and no return fire, unable to jettison bombs. Bomb doors would not open. Front hatch jettisoned. Wounded in legs by flak.

Windoe being dropped.

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MACKENZIE, F/O Andrew Robert (J10976) - **Distinguished Flying Cross** - No.421 Squadron - Award effective 15 January 1944 as per **London Gazette** dated 25 January 1944 and AFRO 410/44 dated 25 February 1944. Born in Montreal, 10 August 1920; home there; enlisted there 6 June 1940. To No.1 ITS, Toronto, 24 June 1940; graduated, promoted LAC and posted to No.4 EFTS, 21 July 1940. To No.31 SFTS, 6 October 1940; graduated and promoted Sergeant, 30 December 1941; to Central Flying School, Trenton, 8 January 1941 taking Flying Instructors Course No.30, 3 February to 22 March 1941. To No.11 SFTS, 10 April 1941; to CFS, Trenton, 30 July 1941 ; promoted WO2, 30 December 1941; commissioned, 31 March 1942; to No.16 SFTS, 24 April 1942. To "Y" Depot, Halifax, 24 January 1943. To RAF overseas, 18 February 1943. Promoted Flying Officer, 1 October 1942. With No.421 Squadron, 10 August 1943 to 16 May 1943; No.403 Squadron, 16 May to 28 August 1944 (promoted Flight Lieutenant, 31 March 1944). Returned to Canada, flew Kittyhawks with No.133 Squadron (11 December 1944 to 28 January 1945) and No.135 Squadron (29 January to 7 September 1945). Transferred to Reserve, 1 October 1945; to Special Reserve (full employment), 3 April 1946; to Regular Force, October 1946. Promoted to Squadron Leader, 1 January 1951. Commanded No.441 Squadron (Sabres), 1 March 1951 to 6 November 1952. Flew in Korea, 51st Fighter Interceptor Wing. Shot down by friendly fire and held prisoner in China, 1952-1954. Subsequently an intelligence staff officer in NORAD. Last posting was Chief Administrative Office (CADO) at Rockcliffe. Retired 1967. Subsequently employed with the Canadian Pension Commission; a founder-member of the Korean Veterans Association Capital Unit, first president of the Canadian Fighter Pilots Association and a director of Sabre Pilots Association Air Division (SPAADS). Active in Canadian Legion and POW Association. Died in Kempville, Ontario, 21 September 2009 (**Citizen** obituary). Credited with the following victories: **26 August 1943**, one Bf.109 destroyed (shared with three others); **22 October 1943**, one FW.190 destroyed; **20 December 1943**, two FW.190s and one Bf.109 destroyed; **28 June 1944**, one FW.190 destroyed; **2 July 1944**, one Bf.109 destroyed and one Bf.109 damaged; **16 July 1944**, two Bf.109s destroyed. Photo PL-22152 shows him signing documents; PL-28492 (ex UK-9384 dated 1 April 1944) taken on occasion of his marriage to Corporal Joyce Svene (WD from Montreal); PL-75594 is a postwar portrait.

This officer has participated in numerous sorties and has destroyed four enemy aircraft, three of which he shot down during a sweep over northern France in December 1943. Flying Officer Mackenzie is a skilful and resolute fighter whose determination to destroy the enemy has always been evident.

Logbook Notes: His first flight at No.4 EFTS was 23 July 1940 with B. Stevenson (30 minutes, Finch 4482); second flight was same day with Stevenson, same aircraft, 45 minutes. First solo (25 minutes) was 5 August 1940 when he had logged ten hours 35 minutes dual. Instructors

were B. Stevenson, J. Hogarth, A.T. Chesson, F/O Sharp and T. Marshall (instruments). First cross-country was 21 August 1940 to Montreal (with J. Hogarth). First solo cross country was 23 September 1940 (two hours 40 minutes to St. Hubert-Sorel-Cartierville. When he left No.4 EFTS he had flown 41.40 dual, 38.50 solo; of these totals he logged 10.15 on instruments.

On 23 October 1940 he first flew in a Harvard at No.31 SFTS (aircraft 2553, P/O Beaumont) for air experience, cockpit drill and effects of controls (30 minutes). Second flight was 29 October 1940, AH193, P/O W.R.L Beaumont (one hour) in taxiing, straight and level flight, climbs, gliding, stalls, medium turns, takeoff into wind, powered approach and landing. His third trip was 31 October 1940 (Harvard 2552), again with Beaumont (one hour 25 minutes) - climbs, gliding, stalling, medium turns, takeoff into wind, powered approach and landing; also spinning, action in case of fire, and abandoning aircraft. On 1 November 1940 he again went up with Beaumont, then took a solo test with F/O Rendle (30 minutes) and finally went solo (30 minutes). In short, he soloed after 4.40 of dual instruction. On 2 November 1940 he performed first aerobatics with Beaumont (one hour 20 minutes.)

Friendly Fire

The Ottawa **Citizen** of 20 April 2002 carried the following story by Kelly Egan under the title "These Things Happen in War" (following the death of four Canadian soldiers in Afghanistan when bombed by an American pilot).

The first time the Americans shot down Andy Mackenzie, it was June 1944, and he was piloting a Spitfire, a plane he loved, 1,000 metres over Utah Beach, only five days after D Day.

He and the offending officer on the ground, a U.S. colonel carrying a pair of pearl-handled pistols and a large misapprehension, managed to patch things up over a bottle of scotch.

The second time it happened he wasn't as lucky. In December 1952, in the blue skies over North Korea, he had to eject from an F-86 Sabrejet at 14,000 metres, as high as a commercial jet flies.

Drifting in and out of consciousness it took him 33 minutes to drift to the ground, where an enemy posse awaited. His next stop was a prison camp.

Mr. Mackenzie, now retired in an 1830s stone house near Oxford Station, spent the next 18 months in solitary confinement, emerging with 120 pounds on his skeleton. All because an American pilot, misidentifying his aircraft, thought he

was on the other side and opened fire.

“These things happen in war”, Mr. Mackenzie, 81, said one afternoon this week, sipping on a rum and coke in his sun room, without a trace of resentment.

“We bombed our own troops at Caen, just about wiped out the Winnipeg Rifles. It’s not just the Americans. Sometimes there are unavoidable errors.”

He is right, of course. Friendly fire disasters, like the one that killed four Canadians in Afghanistan this week, are as old as war itself. Allied bombs, indeed, Canadian bombs, killed not four but dozens of our own ground troops during the Second World War.

Mr. Mackenzie, a native of Montreal, joined the air force when he was 19. He had never been in an airplane before but was desperate to fly. He got his wings on December 15, 1940 and became a flying instructor.

By 1943 he was overseas and by the next year he was a flight commander of 403 Squadron. He was first shot down shortly after the Allied invasion of Normandy, as he flew in a formation of six aircraft.

“The Americans must have thought we were the enemy. They blasted the hell out of us”, says Mr. Mackenzie, who still has his log books from his war days.

His radiator took direct hit of “ack-ack”, as he calls it, and within seconds the engine began to seize up and the propellor stopped. He was lucky enough to spot a crude airfield the Americans were constructing in the French countryside and was able to land his aircraft.

He was greeting by a racing Jeep, from which a colonel emerged brandishing the guns in a cloud of dust.

“I’m the man who shot you down. The war’s over for you, son,” the American said, thinking Mr. Mackenzie, under the layer of dirt, was an enemy pilot.

“That’s a Canada patch on my shoulder, that’s a Spitfire and you’re an asshole,” was Mr. Mackenzie’s retort. When the confusion was sorted out, Mr. Mackenzie said they retired and downed a bottle of scotch.

The times were different.

Though he was married with four children, Mr. Mackenzie volunteered to go to Korea and was seconded to the U.S. air force.

On December 4, 1952, he was flying on a mission up the west coast of Korea, toward the mouth of the Yalu River. He spotted two enemy MiG-15s below. He notified his commander he was going to give chase.

The message got garbled and he became separated from the U.S. squadron. As he tried to rejoin them, he took a hit from a distant American plane, perhaps five kilometres away. One of the plane's ailerons was struck, the electrical system was fried and the jet began corkscrewing out of control. He had no option but to bail.

Pulling on two levers, he exploded into the air. Travelling perhaps 800 km/hr, he flapped around like a rag doll, his gloves and helmet flying off. For a moment, he said, he thought his limbs were going to tear off.

He was able to remove his seat buckle and pull the ever activating the parachute. When he landed, he found himself on a hill, not far from a spot where an old woman was gathering sticks.

"You'd have thought this kind of thing happened every day. The woman barely looked up. She was the most stoic person I've ever seen."

It wasn't long before he was surrounded by Korean and Chinese soldiers. Mr. Mackenzie was detained, even after the war had ended, finally arriving home in Canada in December 1954.

The following year Mr. Mackenzie was invited to spend the weekend at the temporary home of U.S. General Glenn Barcus, who had commanded the air force in Korea. General Barcus said the pilot who shot Mr. Mackenzie was a religious man who struggled with the fact that he had gunned down one of his own. The pilot was transferred to less dangerous duties but died when he crashed his plane into the side of a mountain.

Mr. Mackenzie isn't sure to this day if the story is true.

"General Barcus told me the pilot admitted to shooting me down and he apologized on behalf of the United States air force," says Mr. Mackenzie. "I

don't even know his name. I didn't want to know."

The retired pilot bears no grudge against the Americans and is philosophical about the four Canadians killed in Afghanistan this week. "It happens in war. You can't justify it but you can't dismiss it either. It's lucky in a way that only four were killed."

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MACKENZIE, F/O Bruce Munro (J23797) - **Croix de Guerre (France)** - No.441 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1672/45 dated 2 November 1945. Born 1 April 1922 in Kindersley, Saskatchewan. Home in Stettler, Alberta; enlisted in Edmonton, 14 July 1941 and posted to No.2 Manning Depot. To No.2 ITS, 1 September 1941; graduated and promoted LAC, 26 October 1941 when posted to No.19 EFTS; graduated 19 December 1941 when posted to No.2 SFTS; graduated and promoted Sergeant, 10 April 1942. To "Y" Depot, 11 April 1942; to Eastern Air Command, 22 May 1942; to No.125 (Fighter) Squadron in Canada, 22 May 1942. Promoted Flight Sergeant, 10 October 1942; to "S", 17 October 1942, still with No.125 Squadron including move to Torbay. Commissioned 12 December 1942. Promoted Flying Officer, 12 June 1943. To "Y" Depot, late 1943. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944. Promoted Flight Lieutenant, 12 December 1944. Repatriated 3 May 1945. Retired 6 July 1945. Graduated in Dentistry from University of Alberta; with his wife operated pediatric dental clinics in Edmonton and Victoria. Died in Victoria, 26 June 2017. Obituary said he had flown a total of 852 hours, operations including D Day and Market Garden. Public Records Office Air 2/9645 has citation.

Flying Officer MacKenzie served with his squadron in the forward area prior to the liberation of France. During this time Flying Officer MacKenzie completed much operational flying and rendered very valuable service. On the 15th June, 1944, the squadron moved to Normandy to one of the first airfields prepared to cover the army movements. From that date to the liberation of Paris Flying Officer MacKenzie participated in many sorties during which he dive bombed and machine gunned the enemy wherever he could be found; in addition Flying Officer MacKenzie destroyed 50 enemy road transport vehicles. Later, Flying Officer MacKenzie participated in operations in support of the army prior to the liberation of Northern France.

NOTE: No.441 files at Directorate of History and Heritage have the original recommendation by S/L Walker dated 8 January 1945 which gives total sorties as 130 (199 hours 30 minutes). He is credited with 50 MET destroyed, one aircraft destroyed and one damaged. The sorties are classified as follows - figures in brackets are those flown before liberation of Paris: **Patrols:** 53 (41); **Armed reconnaissance:** 29 (28); **Escorts:** 22 (six); **Dive Bombing:** 13 (13); **Sweeps:** eight

(seven); **Anti-Shipping**: two (two); **Air/Sea Rescue**: two (two); **Scramble**: one (one). The recommendation then went on:

Flying Officer MacKenzie started his first tour of operations from England on March 28th, 1944, and for a period of two months carried out sweeps and escort to bombers who were neutralizing the Hun's defences on the invasion beaches. Then on June 15th, 1944, he moved into Normandy with the squadron to one of the first airfields prepared to cover the army movements. From then this officer strafed and dive bombed the enemy wherever he could be found, destroying 50 enemy road transport before the liberation of Paris. On July 5th, 1944 he damaged a FW.190 in the Gace area and again on July 13th, 1944 destroyed a FW.190 in the Argentan area.

After the liberation of Paris, Flying Officer Mackenzie moved to Beauvais, then Douai and finally to Antwerp covering the army in the final liberation of the Northern area of France. From the end of September, when the squadron returned to England he finished his tour on long range escort to the Ruhr area.

Flying Officer Mackenzie is a very keen and intrepid fighter pilot and has done a fine job of work, mostly during the liberation of France.

In view of the above mentioned facts, I strongly recommend the award of the Croix de Guerre to this officer.

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MackENZIE, F/L Daniel Ian (C19225) - **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 4 July 1901. Home in Westville, Nova Scotia; enlisted in Ottawa 19 June 1940 as Service Police. To No.16 Explosives Depot, 28 September 1940; promoted AC1, 19 October 1940; promoted LAC, 19 December 1940. Promoted Acting Sergeant (unpaid), 1 September 1941; Corporal (paid), 1 November 1941. Promoted Sergeant (paid), 1 April 1942. To "Y" Depot, 31 October 1942. To RAF overseas, 22 November 1942. Commissioned 30 December 1943; promoted Flying Officer, 8 May 1944; promoted Acting Flight Lieutenant the same day. Repatriated 23 October 1945. To Greenwood, 29 November 1945. To Eastern Air Command Headquarters, 9 April 1946. Retired 30 April 1946.

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MackENZIE, F/L David (C1874) - **Mention in Despatches** - No.404 Squadron (AFRO gives unit

only as "Overseas") - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Home in Ottawa,, enlisted there 1 February 1940 or 2 April 1940 in Administrative Branch. Promoted Flight Lieutenant, 1 May 1941 To RAF overseas, 25 August 1941. Posted to squadron as Adjutant, 8 April 1942. Promoted Squadron Leader, 1 December 1942. To Rockcliffe, 2 July 1943. Retired 28 September 1943. No citation. RCAF photo PL-4783 (ex UK-556) is captioned as follows: "Officers relaxing in their mess, talking over different happenings of the day. From left to right, F/L D. Mackenzie of Sarnia, Ontario, S/L P.H. Woodroff of Edmonton, F/L K.K. Bay-Roe of Toronto, [E.H.] McHardy, DFC of Waypawa, New Zealand."

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MACKENZIE, FS Donald Edward (R135315) - **British Empire Medal** - AFHQ - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 14 June 1921. Home in Montreal; enlisted there 15 October 1941 as "Tradesman" and posted to No.1 Manning Depot. Reclassified as Clerk/Stenographer, 17 October 1941. To Trenton, 8 November 1941. To No.9 BGS, 13 December 1941. Promoted AC1, 15 January 1942. Promoted LAC, 15 April 1942. To Canadian Joint Staff, Washington, 30 June 1942. Promoted Corporal, 1 September 1942. Promoted Sergeant, 1 January 1944; promoted Flight Sergeant, 1 February 1945. To AFHQ, Ottawa, 1 September 1945. Released 28 May 1946. Medal presented 5 October 1947.

This non-commissioned officer has at all times displayed a sense of responsibility, initiative and tact far above the average. His exceptional devotion to duty and unwavering efforts in furthering the interests of the service are worthy of recognition.

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MackENZIE, F/O Donald Murdo (J19197) - **Distinguished Flying Cross** - No.410 Squadron - Award effective 19 February 1945 as per **London Gazette** dated 27 February 1945 and AFRO 625/45 dated 13 April 1945. Born at Port Stanley, Ontario, 6 May 1921. Enlisted in London, Ontario, 12 September 1940. To No.2 ITS, 17 November 1940; graduated and promoted LAC, 21 December 1940 when posted to No.8 EFTS; to No.2 Manning Depot, 30 January 1941; to No.2 EFTS, 12 April 1941; graduated 26 May 1941 when posted to No.10 SFTS; graduated and promoted Sergeant, 8 August 1941. Posted next day to Embarkation Depot. Embarked 23 August 1941. Arrived in UK, 2 September 1941. Further trained at No.60 OTU, September to November 1941. With No.141 Squadron, November 1941 to March 1942 (promoted Flight Sergeant, 8 February 1942); to No.410 Squadron April 1942 to May 1943 (promoted WO2, 8 August 1942 and WO1, 1 September 1942). After a non-operational tour, instructing at No.54

OTU and then No.51 OTU plus leave in Canada, rejoined No.410 Squadron (7 March 1944 to 27 April 1945. Commissioned 10 December 1943; promoted Flying Officer, 29 May 1944; repatriated July 1945; to Greenwood, 23 July 1945; released 28 September 1945. DFC presented 19 February 1946. Reported to have died, 11 May 1967 as per DVA letter of 16 May 1967. Aerial victories as follows: **29/30 July 1944**, one Junkers 88 destroyed (Mosquito MM501); **30 November/1 December 1944**, one Ju.88G destroyed (Mosquito XXX); **23/24 December 1944**, two Junkers 88s destroyed (Mosquito MM812). All victories with F/O G.P.A. Bodard as observer. RCAF photo PL-28980 (ex UK-9280 dated 1 April 1944) shows P/O D. Mackenzie (London, Ontario).

Now on his second tour of duty this officer has taken part in a large number of operational sorties. He has throughout displayed great skill and determination which, coupled with his fine fighting spirit, have set a splendid example to all. He has destroyed at least three enemy aircraft, four locomotives and two barges.

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MACKENZIE, WO (now P/O) Douglas Richardson (R142387/J86524) - **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 30 August 1923 in Regina; home there; enlisted there 9 December 1941. To No.2 Manning Depot, 5 January 1942. To No.14 SFTS (guard), 14 February 1942. To No.6 ITS, 11 April 1942; graduated and promoted LAC, 5 June 1942 but not posted to No.20 EFTS until 4 July 1942; graduated 28 August 1942 and posted next day to No.10 SFTS; graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 1 January 1943. To RAF overseas, 4 January 1943. Promoted Flight Sergeant, 18 June 1943. Commissioned 18 March 1944. Promoted Flying Officer, 18 September 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 21 July 1945. Retired 10 September 1945. DFC presented 6 September 1947. Worked for Imperial Oil after the war, retiring in 1982. Died in Toronto, 22 October 2000. 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 (204 operational hours), 16 August 1943 to 11 May 1944.

ITALY

16 August 1943 - ferry to Port Reath (15.45)
25 August 1943 - Taranto (6.20)
29 August 1943 - Torre Annunziato (6.00)
12 September 1943 - Caslenova (6.35)

13 September 1943 - Pompei (6.10)
14 September 1943 - Battapaglia (6.50)
15 September 1943 - Torre Annunziato (6.15)
17 September 1943 - Carreteri (6.00)
21 September 1943 - Bastia (6.35)
22 September 1943 - Formia (6.00)
24 September 1943 - Leghorn (7.00)

N.W.EUROPE

15 February 1944 - Berlin (7.40)
24 February 1944 - Schweinfurt (9.30)
7 March 1944 - Le Mans (5.35)
13 March 1944 - Le Mans (5.20)
24 March 1944 - Berlin (8.00)
26 March 1944 - Essen (5.15)
30 March 1944 - Nuremburg (9.10)
9 April 1944 - Villeneuve (4.45)
11 April 1944 - GARDENING, Kattegat (4.50)
18 April 1944 - Noisy le Sec (5.20)
20 April 1944 - Lens (4.20)
21 April 1944 - Brest (5.15)
24 April 1944 - Karlsruhe (6.35)
26 April 1944 - Essen (4.25)
4 May 1944 - Boulogne (3.40)
8 May 1944 - Lorient (5.25)
11 May 1944 - Cherbourg (3.40)

This Warrant Officer has completed a highly successful tour of operations. He has operated against Italian targets while based in Africa as well as over the European continent while based in England.

Warrant Officer Mackenzie is an exceptionally skilful captain and on many occasions has displayed superb airmanship and has been an inspiring example at all times. His devotion to duty, high courage and great determination in pressing home his attack under all circumstances is worthy of the highest praise.

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MackENZIE, FS Gordon Thompson (R83959, later C18435) - **Distinguished Flying Medal** -

No.156 Squadron - Award effective 16 October 1942 as per **London Gazette** dated 27 October 1942 and AFRO 1783/42 dated 6 November 1942. Born in Ferhurst, Sussex, England, 27 April 1919. A ledger keeper in Toronto when he enlisted there, 10 December 1940; posted that date to No.1 Manning Depot. To No.1 Training Command, 7 January 1941. To No.3 ITS, date uncertain; graduated and promoted LAC, 21 April 1941 when posted to No.10 EFTS; to No.6 SFTS, 9 June 1941; graduated and promoted Sergeant, 20 August 1941. Posted next day to Embarkation Depot. To RAF overseas, 17 September 1941. Promoted Flight Sergeant, 20 July 1942. Award presented at Buckingham Palace, 23 February 1943. Reclassified for "General Duties" (Administration), 5 June 1943. Commissioned 23 September 1943. Promoted Flying Officer, 23 March 1944. Repatriated 9 July 1945. Retired 10 October 1945. Following the war he became a teacher with the North York Board of Education, was an enthusiastic ham radio operator and naturalist. After the war he worked as a science teacher at high schools in the Toronto suburb of North York. He married wife Mary in 1947 and they had a son and two daughters. Died in Toronto, 11 September 2002. RCAF photo PL-33085 (ex UK-15283 dated 26 September 1944) shows F/O Gordon MacKenzie, DFM (Toronto) saying goodbye to F/O Vince Forbes, Vancouver, acting Adjutant of the station where MacKenzie had been serving a non-operational tour as an Intelligence Officer. MacKenzie returning to flying duties. Forbes' duties described as including Salvage, Welfare, Entertainment and Sports.

Flight Sergeant MacKenzie has participated in many attacks on the enemy. On the night of the 28th July, 1942, he took control of a badly damaged aircraft from his wounded captain. By his courage and skilful handling he saved a valuable aircraft.

His obituary in the **Globe and Mail** describes the incident in more detail:

Flight Sergeant MacKenzie was second pilot of a Wellington when it was attacked and severely damaged over the Dutch coast. He took the controls from his wounded captain, only to discover the bomber's starboard elevator was missing and its starboard tailplane was damaged. As the plane neared the English coast, the engines began to sputter from a lack of fuel. The captain ordered the crew to parachute out. Even so, Flight Sergeant MacKenzie elected to stay with the aircraft and coaxed it down to a safe landing.

NOTE: Public Records Office Air 2/9600 has recommendation dated 22 August 1942 when he had flown on ten sorties (51 operational hours):

Flight Sergeant MacKenzie has carried out ten operational sorties in the past two months.

On the night of 28th/29th July 1942, when flying as second pilot, he took over controls of a badly damaged aircraft from his wounded captain near the Dutch coast.

Despite the fact that his starboard elevator was missing and his starboard tailplane damaged, making the aircraft very difficult to handle, Flight Sergeant MacKenzie brought it safely to the English coast. The engines were then misfiring due to shortage of petrol, and the captain gave orders to abandon by parachute.

Flight Sergeant MacKenzie, however, continued to fly the aircraft and effected a safe landing without further damage. By his courage and skilful handling of his aircraft, he saved a valuable aircraft and was largely responsible for the safe descent by parachute of his captain and crew.

To this the Officer Commanding, RAF Station Wyton, Hunts, added:

Is strongly recommended for the award of the DFM. His actions on the night of 28th/29th July, described above, were, in my opinion, extremely courageous and determined and in addition displayed a high degree of skill in handling the aircraft. He is a most reliable captain of aircraft and deserves recognition.

On 28 August 1942 the Air Officer Commanding, No.3 Group, added:

I most strongly support the above recommendation and the determination that this Non-Commissioned Officer displayed in endeavouring to save a valuable aircraft after he had assisted the wounded captain and crew who escaped by parachute, is typical of his behaviour during all his operational sorties. For the last two he has been appointed captain of aircraft after his behaviour on the night of 28/29th July and he has already proved his ability as such.

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MackENZIE, F/O Kenneth Alexander (J5050) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 31 December as per **London Gazette** dated 12 January 1943 and AFRO 232/43 dated 12 February 1943. Born in Toronto, 17 October 1912; home there; educated at Humewood Public School (1920-1926), Oakwood Collegiate Institute (1926-1931) and also University of Toronto extension courses in traffic and transportation. Employed in the summers of 1927-1932 by CPR Great Lakes Service, Port McNicoll (cable watch), Upper St. Lawrence Steamships (Toronto, 1935-1936, watchman) and Toronto Grain Elevator Company (Toronto, watchman, 1936-1940)/ Enlisted in Toronto, 16 October 1940 and taken on strength

of No.1 Manning Depot. To No.1 ITS, date not shown; graduated and promoted LAC on 15 December 1940 when posted to No.1 EFTS; graduated 28 January 1941 and posted to No.1 Manning Depot. To No.1 SFTS, 7 February 1941; graduated and promoted Sergeant on 28 April 1941. Commissioned 30 April 1941. To Embarkation Depot, 11 May 1941; to RAF overseas, 31 May 1941. Disembarked in Britain 20 June 1941 and taken on strength of No.3 PRC. To No.12 OTU, 28 June 1941. To No.9 Squadron, 20 September 1941. Admitted to hospital, 21 November 1941 following automobile accident (cracked left wrist and ribs). To Station Honington, 6 December 1941 but still undergoing treatment. Assessed as fit for flying duty, 2 April 1942 though in need of refresher flying after a six month absence from air duties. To No.9 Squadron again, 6 April 1942. To Station Honington, 19 April 1942. To No.9 Squadron again, 29 May 1942. Killed in action, 8 November 1942 with No.9 Squadron (Lancaster R5916)..

As captain of aircraft this officer has displayed outstanding keenness and determination to achieve success. One night in September 1942. in appalling weather, he attacked a target in northern Germany. Although his aircraft was heavily engaged and hit by anti-aircraft fire, Flying Officer MacKenzie pressed home his attack. He flew with distinction on the daylight raid on Le Creusot and on the more recent raid on Milan.

Interviewed 22 August 1940 by F/O C.S. Stonehouse who described him as "Excellent type young man. Nice personality. Keen to fly. Applied to RCAF in November 1939. Consider above average intelligent. Believe to be officer material." At No.1 ITS he placed 40th in a class of 154. At No.1 EFTS he placed 10th in a class of 31, flying 21 hours 15 minutes dual and 25 hours five minutes solo in Fleet Finch (plus four hours in Link); described as "Steady, dependable type. Has ability to learn. Possible instructor material." At No.1 SFTS he was generally regarded as slow but keen and persevering.

Particulars of death: Lancaster R5916, returning to base after operations, collided with Lancaster W4265. Inquiry reported, "The accident occurred at night over base aerodrome. Neither aircraft had contacted base. Just before the collision occurred a Lancaster was observed immediately over the Watch Office at an estimated height of 1,500 feet, travelling in a southerly direction with navigation lights burning. Aircraft returning from operations would be flying in a northerly direction and it is thought the collision occurred head-on. As both aircraft were destroyed and there were no survivors, nothing further is known." Killed in this crew were MacKenzie (reported to have flown 131 hours ten minutes on type and 533 hours 30 minutes all types) plus 1216892 Sergeant J.J. Taafe (flight engineer), 1317547 Sergeant A.R. Billinton (navigator), 657341 Sergeant K.T.J. Adams (air bomber), 930590 Sergeant R.E. Werren (WOP), 1281297 Sergeant D.J. Wicks (mid-upper gunner) and 1378115 Sergeant H.R. Willacy (rear gunner). The website "Lost Bombers" provided the following additional details. Delivered new to No.49 Squadron 8 September 1942, R5916 took part in the following operations:

Dusseldorf, 10/11 September 1942; With No.9 Squadron, Bremen, 13/14 September 1942; Wismar, 23/24 September 1942; Gardening, Geraniums, 29/30 September 1942; Back to No.49 Squadron, raided Wismar, 1/2 October 1942; With No.9 Squadron, Le Creusot, 17 October 1942 (daylight); Genoa, 6/7 November 1942 (crashed). Airborne from Waddington at 1746 hours, 7 November 1942. On return to base, and while preparing to land, collided with another No.9 Squadron Lancaster (W4265) and crashed 0200 hours, 8 November 1942 in the airfield circuit.

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MackENZIE, F/O Malcom Graham (J15492) - **Distinguished Flying Cross** - No.148 Squadron - Award effective 17 March 1943 as per **London Gazette** dated 23 March 1943 and AFRO 757/43 dated 30 April 1943. Born in Manitoba, 8 August 1916; home in Kenora, Ontario; enlisted in Fort William, 9 November 1940. To "H", 15 December 1940. To No.1 ITS, 17 March 1941; graduated and promoted LAC on 10 April 1941; to No.7 EFTS that day; graduated 28 May 1941 and posted to No.5 SFTS; graduated and promoted Sergeant 8 August 1941. To Embarkation Depot, 9 August 1941; to RAF overseas, 27 August 1941. Commissioned 22 May 1942. Promoted Flying Officer, 22 November 1942. Promoted Flight Lieutenant, 21 May 1943. Invested at Buckingham Palace, 23 May 1944. Repatriated to Canada, 22 January 1945. To No.2 Air Command, 2 February 1945. To No.12 (Communications) Squadron, 8 May 1945. To Release Centre, 16 October 1945. Released 22 October 1945.

Flying Officer MacKenzie has been engaged in operational flights since June 1942. One night in August 1942 he was detailed to bomb an advanced enemy landing ground and following a violent explosion, started a large fire. Later in the same month and again in September 1942, he participated in successful double sorties against enemy transport concentrations in the battle area. Invariably he has exhibited a spirit of quiet determination, attacking heavily defended areas with coolness and precision too.

NOTE: Public Record Office Air 2/8940 has recommendation sent by Headquarters, RAF Middle East to Air Ministry, 12 February 1943; copy courtesy of Sean Morrison.

The following recommendation for the non-immediate award of the Distinguished Flying Cross to Pilot Officer Malcolm Graham MacKenzie (J.15492) of No.148 Squadron is forwarded.

This officer joined the squadron on 28th June 1942, and has now completed 41 operations totalling 252 hours.

Throughout his tour he has exhibited a spirit of quiet determination to carry

through the job in hand, attacking heavily defended areas with coolness and precision.

On the night of the 8th August this officer was detailed to bomb ALG.104 and started a large fire following a violent explosion. On 31st August during the critical period in which the Axis armies had started their offensive against Egypt, he was detailed to carry out a double sortie against enemy motor transport concentrations in the battle area. Both these sorties were carried out with good results, three fires being started. On the 2nd September he again carried out a double sortie on enemy motor transport concentrations, pressing home his attacks with vigour and starting two fires.

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MackENZIE, F/O Roland Waldo (J14101) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 21 April 1912 in Westville, Nova Scotia; home in Stettler, Alberta; enlisted in Calgary, 3 July 1941. To No.2 Manning Depot, 20 September 1941. To No.33 SFTS (non-flying duty), 12 November 1941. To No.2 ITS, 21 December 1941. Promoted LAC, 14 February 1942 but not posted to No.16 EFTS until 14 March 1942; to No.4 (or No.41) SFTS, 23 May 1942; graduated and commissioned 11 September 1942. To No.2 Flying Instructor School, 9 October 1942. To No.4 SFTS, 6 December 1942. Promoted Flying Officer, 10 March 1943. To "Y" Depot, 31 May 1943. To RAF overseas, 23 June 1943. Promoted Flight Lieutenant, 11 September 1944. Repatriated 22 January 1945. Released 2 April 1945. Medal sent by registered mail, 18 July 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 5 September 1944 when he had flown 34 sorties (172 operational hours), 9 April to 16 August 1944. The recommendation actually says "30 4/3 sorties" but the sortie list does not indicate exactly which four trips were counted as 1/3 only.

9 April 1944 - Paris
10 April 1944 - Paris
18 April 1944 - Rouen
20 April 1944 - Cologne
22 April 1944 - Dusseldorf
24 April 1944 - Karlsruhe
27 April 1944 - Friedrichshafen
30 April 1944 - Rouen
3 May 1944 - Mailly
7 May 1944 - Rennes St.Jacques

10 May 1944 - Dieppe
12 May 1944 - GARDENING
19 May 1944 - Orleans
21 May 1944 - Duisburg
22 May 1944 - Dortmund
28 May 1944 - Aachen
2 June 1944 - Calais
5 June 1944 - Cherbourg
14 June 1944 - Le Havre
16 June 1944 - Sterkrade
17 June 1944 - Aulnoye
24 June 1944 - Flers
27 June 1944 - Chateau Bernapre
30 June 1944 - Oisemont
4 July 1944 - Orleans
6 July 1944 - Foret du Crocq
12 July 1944 - Revigny sur Ornain
20 July 1944 - Wizernes
23 July 1944 - Kiel
2 August 1944 - Le Havre
3 August 1944 - Trossy St. Maximin
5 August 1944 - Pauillac
7 August 1944 - Fontenay le Marmion
16 August 1944 - Duvai

This Canadian officer has now completed 30 1/3 faultless attacks on enemy targets, ranging from Germany to occupied territory. He has consistently shown himself to be a pilot of great skill and has displayed high qualities of leadership and courage. He has been determined to press home his attack regardless of the opposition and has always been successful. His tenacity of purpose was magnificently displayed on his last sortie on the 16th August 1944, when, on proceeding to the target, an engine failed. He made no less than three runs over the target, despite heavy flak, to ensure that his bombs fell in the target area.

On the ground, as Deputy Flight Commander, he has shown willingness and enthusiasm which have been an inspiration to the whole squadron. For his determination and devotion to duty he is strongly recommended for the award of the Distinguished Flying Cross.

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MackENZIE, P/O Roy Ernest (J17755) - **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 Eyebrow, Saskatchewan, 10 October 1917 (obituary notice); home in Regina; enlisted in Vancouver, 23 June 1939 as a clerk. With Western Air Command as of 10 January 1940. Promoted LAC, 23 March 1940. Promoted Corporal, 1 June 1940. To No.6 (BR) Squadron, 8 July 1940. To No.120 (BR) Squadron, 19 February 1941. Reclassified as Clerk/Steno, 1 March 1941. To No.8 EFTS, 24 March 1941. To No.18 EFTS, 17 April 1941. To No.16 EFTS, 17 May 1941. Reclassified as Clerk/Admin, 1 July 1941. To Boundary Bay, 14 December 1941. Remustered for aircrew, 3 January 1941. To No.4 ITS, 3 January 1942. To No.16 EFTS, 14 February 1942; to No.4 SFTS, 23 May 1942; graduated and commissioned 11 September 1942. To "Y" Depot, 25 September 1942. To RAF overseas, 27 October 1942.. Repatriated 29 January 1945. To Western Air Command, 7 February 1945. To Release Centre, 28 May 1945. Released 21 August 1945. DFC presented 27 November 1948. Died in Edmonton, 8 January 2008.

This officer has captained his aircraft on a large number of operational sorties during the Sicilian and Italian campaigns. He has displayed determination, courage and devotion to duty. His attacks have invariably been accurate and his leadership outstanding.

RCAF Press Release 2681 dated 6 January 1944 has the following about him:

With the RCAF Bomber Command Overseas: The first time P/O Roy Ernest MacKenzie, DFC, ever flew over Germany his twin-engined bomber was hit by flak and one motor set ablaze. Despite this the skipper managed to get the crippled aircraft home and the crew have been praising him ever since.

That was 37 operations ago and in the interim the 26-year old pilot from Regina has been busily engaged in helping drive the Nazis out of Sicily and Italy. He recently returned to the United Kingdom from six months in North Africa to find the award of the Distinguished Flying Cross awaiting him.

Pilot Officer MacKenzie was cited for displaying "determination, courage and devotion to duty" and for invariably accurate attacks and outstanding leadership.

Mackenzie worked in Regina with an oil company, and later in Vancouver. After joining the RCAF he was engaged in clerical duties for two years before remustering to aircrew and graduating as a Sergeant pilot from No.4 SFTS, Saskatoon.

Posted overseas in November 1942, he soon joined his present squadron and managed to get in trips to Duisburg and Mannheim before the squadron moved to North Africa. It was over Duisburg that flak nearly put an end to his then infant flying career.

"We were hit while over the target", he relates, "and had to come home on one engine. The other caught fire, but I managed to throttle back and eventually it went out. Guess I lost twenty pounds that night."

After that experience, Africa was easier. "We didn't have any trouble there", he recalls. "Weather was nice and a lot of our flying was straight and level over the sea - none of this weaving you have to do over Germany."

Pilot Officer MacKenzie has logged 38 trips over enemy territory, but he still has a score to settle with an anti-aircraft crew around Duisburg. Some assistance may be forthcoming from a brother who is training to be a pilot in Canada. Another brother is in the YMCA in the United Kingdom. His parents live in Regina at Suite 14, Sellar Block.

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MACKENZIE, Corporal (now Sergeant) William John (R51924) - **Mention in Despatches** - No.427 Squadron (AFRO gives unit as Station Leeming) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 24 September 1917. Home in Windsor, Ontario, enlisted there 24 October 1939 as aero engine mechanic. Promoted AC1, 29 February 1940. Promoted LAC, 1 December 1940. To No.1 ANS, 21 November 1941. To Prince Rupert, 13 December 1941. Promoted Corporal, 1 February 1942. To "Y" Depot, 1 February 1943. To RAF overseas, 8 March 1943. Promoted Sergeant, 1 April 1943. Repatriated July 1945. Released 14 September 1945. No citation in AFRO. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded to No.6 Group HQ, 12 February 1945 when he was a Fitter in "B" Flight, No.427 Squadron. Had served 39 months in Canada, 23 months in UK.

Corporal Mackenzie is a keen and capable fitter who has prevented many a non-starter by clear thinking and quick remedial action when "last minute" unserviceabilities have occurred. Devoted to duty and efficient in his trade, he is a real asset to the service and merits commendation.

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MackERACHER, F/O Willard Whitfield (J25923) - **Distinguished Flying Cross** - No.427 Squadron -

Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 31 January 1921 in Tyner, Saskatchewan; home in Plato, Saskatchewan; enlisted in Sudbury, Ontario, 27 March 1942. To No.5 Manning Depot, 13 April 1942. To No.31 OTU (guard), 5 June 1942. To No.3 ITS, 31 July 1942; graduated and promoted LAC, 26 September 1942 but not posted to No.4 EFTS until 21 October 1942; may have graduated 23 December 1942 but not posted to No.8 SFTS until 9 January 1943; graduated and commissioned, 30 April 1943. To "Y" Depot, 14 May 1943; to RAF overseas, 22 June 1943. Promoted Flying Officer, 30 October 1943. Promoted Flight Lieutenant, 30 April 1945. Repatriated 23 November 1945. Retired 17 December 1945. Living in Manchester, England as of 1949. Delivery of DFC difficult; twice mailed to him and returned in 1949. Died in Manchester, England, 6 June 2001. RCAF photo PL-42164 (ex UK-18923 dated 23 February 1945) shows him on completion of tour. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1729 (RG.24 Vol.20607) has recommendation dated 18 January 1945 when he had flown 30 sorties (169 hours) from 7 August 1944 to 16 January 1945.

This captain has completed thirty heavy operational bombing attacks against the enemy. His work in general has been of a very high calibre. His ability to make instant decisions in emergency, skilful piloting and cool judgement have been a contributing factor to the success of his trips.

The sortie list was as follows:

7 August 1944 - La Hogue (4.25, second pilot)
8 August 1944 - Chantilly (4.45, second pilot)
25 August 1944 - St. Mathieu (5.30)
27 August 1944 - Mimoyecques (3.35)
11 September 1944 - Le Havre (4.10)
15 September 1944 - Kiel (6.00)
17 September 1944 - Boulogne (4.05)
20 September 1944 - Calais (3.15)
9 October 1944 - Bochum (6.45)
12 October 1944 - Wanne Eickel (5,25)
14 October 1944 - Duisburg (6.10)
14 October 1944 - Duisburg (6.00)
23 October 1944 - Essen (6.00)
25 October 1944 - Homburg (5.20)
30 October 1944 - Cologne (6.05)
16 November 1944 - Julich (4.20)

18 November 1944 - Munster (6.10)
21 November 1944 - Castrop Rauxel (6.30)
27 November 1944 - Neuss (5.30)
30 November 1944 - Duisburg (6.15)
5 December 1944 - Soest (6.45)
6 December 1944 - Osnabruck (5.50)
26 December 1944 - St. Vith (6.20)
28 December 1944 - Opladen (6.00)
29 December 1944 - Oberlar (6.10)
5 January 1945 - Hanover (5.45)
6 January 1945 - Hanau (6.10)
13 January 1945 - Saarbrucken (7.20)
14 January 1945 - Gladbach (6.00)
16 January 1945 - Magdeburg (6.30)

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MACKERROW, F/O Robert East (J36233) - **Mention in Despatches** - No.432 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 19 February 1915 in Toronto; home in Kleinburg, Ontario (lawyer); enlisted in Toronto, 20 February 1942. To No.1 Manning Depot, 13 March 1942. To No.1 Training Command, 22 May 1942. To No.5 ITS, 20 June 1942; graduated and promoted LAC, 15 August 1942 but not posted to No.13 EFTS until 26 September 1942; posted to No.1 Composite Training School, 2 November 1942; to No.1 SFTS, 28 December 1942; ceased training and posted to No.3 AOS, 9 January 1943; to No.3 Manning Depot, 12 April 1943; to No.8 BGS, 29 May 1943; graduated and commissioned, 21 August 1943 on posting to No.5 AOS. To "Y" Depot, date uncertain; taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Promoted Flying Officer, 1 April 1944. Repatriated 5 August 1945; retired 14 September 1945. DFC sent by registered mail, 21 December 1949. 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.1719 (PAC RG.24 Vol.20606) has recommendation forwarded to No.6 Group Headquarters, 3 February 1945. He had by then completed 18 sorties (112 hours 45 minutes), 6 October 1944 to 28 January 1945.

On all operational sorties this officer, in his capacity as Air Bomber, has displayed skilful airmanship and rendered meritorious service. The Air Bombers in the squadron have been inspired by his calm and quiet manner and fine offensive spirit in action.

MACKERROW, F/O Robert East (J36233) - **Distinguished Flying Cross** - No.432 Squadron - Award

effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. No citation, "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 15 May 1945 when he had flown 29 sorties (185 hours 50 minutes) between 6 October 1944 and 31 March 1945.

As Air Bomber, this officer has completed twenty-nine successful operational sorties over enemy territory. Throughout, he has displayed the greatest keenness and his example of courage and determination has been of a high order. For his outstanding record of achievement and devotion to duty, Flying Officer MacKerrow is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

6 October 1944 - Dortmund (6.40)
9 October 1944 - Bochum (6.30)
12 October 1944 - Wanne Eickel (5.20, day)
14 October 1944 - Duisburg (5.20, day)
14 October 1944 - Duisburg (6.05)
28 October 1944 - Cologne (5.40, day)
30 October 1944 - Cologne (6.35)
1 November 1944 - Oberhausen (5.40)
2 November 1944 - Dusseldorf (5.35)
18 November 1944 - Munster (6.05, day)
21 November 1944 - Castrop Rauxel (2.00, duty not carried out)
30 November 1944 - Duisburg (6.15)
2 December 1944 - Hagen (6.50)
4 December 1944 - Soest (6.45)
24 December 1944 - Dusseldorf (4.45, day)
29 December 1944 - Trois Dorf (6.15)
13 January 1945 - Saarbrucken (7.20)
14 January 1945 - Grenenbroich (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)

23 February 1945 - Kamen (6.40, day)
2 March 1945 - Cologne (5.50, day)
14 March 1945 - Zweibrucken (7.10)
15 March 1945 - Hagen (6.30)
22 March 1945 - Borsten (5.20, day)
31 March 1945 - Hamburg (6.00, day)

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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MACKETT, F/L Robert Edward (J18192) - **Distinguished Flying Cross** - No.149 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born 25 March 1921. Home in Windsor, Ontario; enlisted there 25 June 1941. To No.1 Manning Depot, 10 July 1941. To No.5 SFTS (guard), 8 August 1941. To No.5 ITS, 13 September 1941; graduated and promoted LAC, 8 November 1941 when posted to No.9 EFTS; graduated 2 January 1942 and posted next day to No.6 SFTS; graduated and promoted

Sergeant, 24 April 1942. To No.8 BGS, 8 May 1942. Promoted Flight Sergeant, 24 October 1942. To "Y" Depot, 23 November 1942. To RAF overseas, 10 December 1942. Promoted WO2, 24 April 1943. Commissioned 23 July 1943. Promoted Flying Officer, 15 December 1943. Repatriated 28 February 1945. Retired 12 May 1945. Died in Toronto, 20 February 2012. Obituary stated he had served in No.3 Group, No.214 Squadron and No.161 Squadron. Following the war he was a pioneer in the Canadian sporting goods industry. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9015 has recommendation (dated 13 April 1944 when he had flown 32 sorties (175 hours 19 minutes), 30 July 1943 to 31 March 1944; objective of "Special Operations" not given:

30 July 1943 - Remscheid (4.25)
2 August 1943 - Hamburg (5.30)
2 Sept 1943 - GARDENING, Frisians (2.35)
3 Sept 1943 - Gardening, Ile de Re (5.05)
8 Sept 1943 - Boulogne (5.25)
22 Sept 1943 - Hanover (1.05, DNCO, port inner u/s)
23 Sept 1943 - Mannheim (6.40)
27 Sept 1943 - Hanover (4.45)
2 October 1943 - GARDENING, Kattegatt (7.50)
7 October 1943 - Special Op (6.35)
17 October 1943 - Special Op (4.35)
18 October 1943 - Special Op (3.35)
20 October 1943 - Special Op (2.00, DNCO)
7 November 1943 - Special Op (6.15)
9 November 1943 - Special Op (6.00)
10 November 1943 - Special Op (6.40)
15 November 1943 - Special Op (4.35)
10 December 1943 - Special Op (4.25)
21 December 1943 - Special Op (.45, DNCO)
4 January 1944 - Special Op (4.30)
6 January 1944 - Special Op (6.20)
7 January 1944 - Special Op (4.20)
4 February 1944 - Special Op (5.30)
5 February 1944 - Special Op (.15, DNCO)
7 February 1944 - Special Op (4.00)
15 February 1944 - Special Op (5.45)
21 February 1944 - GARDENING, San Sebastian (7.52)
24 February 1944 - GARDENING, Kiel Bay (7.11)
11 March 1944 - GARDENING, St.Jean de Luz (7.50)

15 March 1944 - Amiens (4.00)
16 March 1944 - Amiens (4.10)
18 March 1944 - GARDENING, Heligoland (4.15)
22 March 1944 - Laon (4.50)
25 March 1944 - Aulnoye (4.50)
26 March 1944 - GARDENING, St.Jean de Luz (7.25)
31 March 1944 - Special Op (5.31)

As Captain and pilot, Flight Lieutenant Mackett has completed 32 operations against the enemy. He has attacked such heavily defended targets as Hamburg and Mannheim and in addition has carried out a great number of special missions.

His tour of operations is remarkable for the consistent number of successes he has achieved. He has proved himself a daring and skilful pilot whose devotion to duty has always been of the highest order in the face of enemy opposition.

As a captain of aircraft he has led his crew with admirable keenness and enthusiasm, which has set a fine example to the rest of the squadron.

I therefore strongly recommend that Flight Lieutenant Mackett be awarded the Distinguished Flying Cross, a recognition he has well earned.

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MACKIE, F/O Alan James (J9689) - **Distinguished Flying Cross (United States)** - 9th USAAF (AFRO gives unit only as "Overseas") - Award effective 20 June 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 28 February 1919 in Toronto. Home in Regina; enlisted there 14 April 1941. Trained at No.2 ITS (graduated 3 August 1941), No.14 EFTS (graduated 10 October 1941) and No.11 SFTS (graduated 30 December 1941). Remained in postwar RCAF (22684), retiring in Ottawa, 6 October 1968. Died 15 June 2002 in Chilliwack. Photo PL-32470 shows him as a Squadron Leader, posing with F/O Ron Churchill (Prince Albert, Saskatchewan) at a Conversion Unit in the Middle East. Photo PL-32467 shows him; caption says he "didn't know this picture was being taken or he might have smiled more prettily for the camera. He had just finished his stint in a relay race at a swimming pool somewhere in Palestine." PL-32469 shows him as a Squadron Leader outside his Flight Office at the Middle East Operational Training Unit. RCAF photo PL-32470 (ex UK-14502 dated 1 September 1944) shows S/L A.J. Mackie in conversation with F/O Ron Churchill, Prince Albert - "Both have done an operational tour and are now spending their non-operational tour instructing." 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 extraordinary achievement while participating in aerial flights during the successful invasion of Sicily by Allied Forces. These operations, which included the destruction of strategic enemy targets, were conducted despite intensive anti-aircraft fire of enemy ground targets, strong fighter opposition by enemy aircraft, and adverse weather and field conditions. The outstanding performance of his duties contributed in a marked degree to the successes achieved by his squadron on operational missions while with the Ninth United States Air Force in the Middle East prior to 24 July 1943.

Public Record Office Air 2/8973 has another text for his American DFC, identifying his unit as No.178 Squadron.

For distinguished achievement as pilot while participating in aerial flight during the successful invasion of Sicily by Allied forces, which included the destruction of strategic enemy targets in Sicily and Italy. These operations were conducted despite intensive anti-aircraft fire of ground installations of the enemy, strong fighter opposition by enemy aircraft, and notwithstanding adverse weather and field conditions. His outstanding performance of his duties contributed greatly to the successes of his squadron on operational missions.

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MACKIE, F/L Alexander Morton (J88245) - **Distinguished Flying Cross** - No.424 Squadron (deceased) - Award effective 11 January 1945 as per **London Gazette** dated 1 March 1946 and AFRO 418/46 dated 18 April 1946. Born 4 January 1916 in St.James, Manitoba; home in Winnipeg. Educated at University of Manitoba for two years. Laboratory Assistant for three months; Assayer Helper for two years, Assayer for one year. Service with No.1 Motor Ambulance Convoy, RCAMC (Militia), 4 June 1940 to 10 April 1941. Enlisted in Winnipeg, 12 April 1941 and posted to No.2 Manning Depot, Brandon. To No.33 SFTS, Carberry, 4 May 1941. To No.2 ITS, Regina, 9 June 1941; graduated and promoted LAC, 27 July 1941; to No.14 EFTS, Portage la Prairie, 28 July 1941; to No.11 SFTS, Yorkton, 14 September 1941; graduated and promoted Sergeant, 5 December 1941. To "Y" Depot, Halifax, 7 December 1941. To RAF Trainee Pool, 7 January 1942. Taken on strength of No.3 PRC, Bournemouth, 21 January 1942. To No.5 FIS, Perth, 20 February 1942. To No.9 EFTS, Ansty, 29 April 1942. Promoted Flight Sergeant, 5 June 1942. Promoted WO2, 5 December 1942. To No.16 EFTS, Derby, 6 April 1943. Promoted WO1, 5 June 1943. To No.18 (P) AFU, 18 January 1944. To No.82 OTU, 25 April 1944. Commissioned 2 July 1944. To No.61 Base and No.1659 Conversion Unit, 16 July 1944. To No.424 Squadron, 25 August 1944. Killed in action 12/13 January 1945 (Halifax MZ805); no

known grave; name on Runnymede Memorial. DFC presented to next-of-kin, 10 December 1947.

This officer has completed, as pilot and captain of aircraft, numerous operations against the enemy in the course of which he has invariably displayed the utmost fortitude, courage and devotion to duty.

DHH file 181.009 D.2610 (RG.24 Vol.20627) has recommendation raised 10 January 1945 when he has flown 28 sorties (160 hours 56 minutes). Sortie list and text as follows:

25 August 1944 - Point Robert (4.55)
6 September 1944 - Emden (4.30)
11 September 1944 - Le Havre (4.10)
12 September 1944 - Dortmund (5.35)
15 September 1944 - Kiel (5.40)
17 September 1944 - Boulogne (4.20)
20 September 1944 - Cap Gris Nez (3.45)
23 September 1944 - Domberg (3.55)
25 September 1944 - Calais (4.25)
27 September 1944 - Sterkrade (5.55)
28 September 1944 - Cap Gris Nez (4.25)
14 October 1944 - Duisburg (5.50)
23 October 1944 - Essen (6.50)
25 October 1944 - Homburg (5.05)
28 October 1944 - Cologne (6.55)
30 October 1944 - Cologne (5.55)
2 November 1944 - Dusseldorf (6.20)
4 November 1944 - Bochum (5.55)
6 November 1944 - Gelsenkirchen (5.45)
16 November 1944 - Julich (4.50)
18 November 1944 - Munster (6.50)
2 December 1944 - Hagen (6.00)
5 December 1944 - Soest (6.35)
6 December 1944 - Osnabruck (6.30)
17 December 1944 - Duisburg (6.20)
21 December 1944 - Gardening (2.30, hydraulics problem)
24 December 1944 - Gardening (6.41)
29 December 1944 - Gardening (7.50)
31 December 1944 - Gardening (7.00)

Flying Officer Mackie has completed 28 very successful sorties over enemy territory and waters. This officer, captain of a very highly trained crew, has been selected on numerous occasions to attack targets which required an exceptional high degree of courage. On all these special targets he has, by his coolness and determination, accomplished great success, often against unexpected difficulties. Flying Officer Mackie has set a fine example of leadership, equalled by few on the squadron, and he is greatly admired by all members of this unit.

Knowing the courage and tenacity of this pilot, I very strongly recommend that Flying Officer Mackie be granted the Non-Immediate award of the Distinguished Flying Cross.

NOTE: His service documents at the National Library and Archives (Ottawa) include his logbook, a copy of which has now been deposited with the Canada Aviation Museum. The following items are taken from the logbook:

- 28 July 1941:** Commenced flying instruction at No.14 EFTS; 40 minutes with A. Allan as instructor.
- 8 August 1941:** First solo (30 minutes) after ten hours 50 minutes of dual instruction.
- 29 August 1941:** First experience of flying on instruments
- 17 September 1941:** Final flight at No.14 EFTS (total of 31 hours 50 minutes day dual, 29 hours 30 minutes day solo. Of this, eight hours 35 minutes on instruments
- 17 September 1941:** First flight at No.11 SFTS (70 minutes on Harvard 3813 with P/O Gibson)
- 22 September 1941:** First solo on Harvard (15 minutes)
- 30 November 1941:** Wings Test with F/L Rhodes (one hour, Harvard 3807)
- 7 December 1941:** Final flight at No.11 SFTS (posted that day).
- 23 February 1942:** Commenced Flying Instructor Course at No.5 FIS (Tiger Moths)
- 24 April 1942:** Final flight on Tiger Moths at No.5 FIS.
- 3 May 1942:** First flight at No.9 EFTS, Ansty (with S/L Williams, Tiger Moth)
- 10 May 1942:** First time instructing at No.9 EFTS (Tiger Moth K4247)
- 1 August 1942:** Assessed as instructor - Average C - "Safety precautions need improvement"
- 10 September 1942:** Tested and recategorized as "B" instructor
- 2 April 1943:** Final flight at No.9 EFTS
- 8 April 1943:** First flight at No.16 EFTS, Derby, instructing on Tiger Moths
- 27 August 1943:** As of this date he had flown 97.50 (day dual), 1,023.15 (day solo), 12.00 (night dual) and 19.15 (night solo)
- 14 January 1944:** Assessed as instructor, "Above average". Final flight at No.16 EFTS
- 1 February 1944:** First flight at No.18 AFU (Oxford HN854, with P/O Timms as captain)
- 8 February 1944:** First solo on Oxford (ED277, fifteen minutes)
- 17 March 1944:** Commences course at No.1514 Beam Approach Training Flight, Fiskerton

(Oxford BF446, Flight Sergeant Mush instructing, one hour).

23 March 1944: First solo at No.1514 BAT Flight (Oxford ED227, 70 minutes)

15 April 1944: Final flight at No.1514 BAT Flight; graded as "Above average"

22 May 1944: Commences flying training at No.82 OTU, Gamston (Wellington LN226, time obscured)

25 May 1944: First flight as captain of a Wellington (X3925)

12 June 1944: First bombing exercise (Wellington X3413)

8 July 1944: Final flight at No.82 OTU (two hours, high level bombing)

5 August 1944: First flight at No.1659 Conversion Unit (Halifax RV-X, F/L Hewitt instructing)

9 August 1944: Captain with crew, doing circuits (one hour)

10 August 1944: Bombing and air-to-air exercise with crew (three hours 35 minutes, RV-R)

12 August 1944: Two-engine flying, F/L Hewitt instructing, 40 minutes

14 August 1944: First fighter affiliation exercise, F/L Hewitt instructing

16 August 1944: Bullseye exercise, five hours 45 minutes

17 August 1944: First radar cross-country exercise (two hours five minutes by day)

21 August 1944: Second radar cross-country exercise (four hours 55 minutes by night)

22 August 1944: Third radar cross-country exercise (six hours 55 minutes by night); final flight at No.1659 Conversion Unit. Total flying to date is 1,593 hours.

25 August 1944: First sortie: F/O Craig as captain; target Brest (4.55, Halifax "N")

26 August to 4 September 1944: Doing circuits (twice). more cross-country radar exercises (three) and two radar bombing exercises.

30 August 1944: First of many dinghy drills noted (no flying)

6 September 1944: Second sortie, F/O Craig as captain; target Emden (4.30, Halifax "U")

11 September 1944: Third sortie, first as captain; target Le Havre (4.10, daylight, Halifax "T")

12 September 1944: Fourth sortie, target Dortmund (5.35, daylight, Halifax "S")

15 September 1944: Fifth sortie, target Kiel (5.40, night, Halifax "V")

17 September 1944: Sixth sortie, target Boulogne (4.20 by day, Halifax "X")

20 September 1944: Seventh sortie, target Calais (3.45, daylight, Halifax "X", landed Tangmere)

23 September 1944: Eighth sortie, target Domburg (3.35 daylight, Halifax "S")

25 September 1944: Ninth sortie, target Calais (4.25, daylight, Halifax "X")

26 September 1944: Formation practice (two hours five minutes, Halifax "X")

27 September 1944: Tenth sortie, target Sterkrade (5.55, daylight, Halifax "X")

28 September 1944: Eleventh sortie, target Cap Gris Nex (4.25, daylight, Halifax "C")

30 September 1944: Fighter affiliation exercise, air-to-air (1.45, daylight, Halifax "R")

14 October 1944: Twelfth sortie, target Duisburg (5.50, night, Halifax "D")

23 October 1944: Wet dinghy drill reported (no flying)

23 October 1944: Thirteenth sortie, target Essen (6.50, night, Halifax "X")

25 October 1944: Fourteenth sortie, target Homburg (5.05, daylight, Halifax "X")

28 October 1944: Fifteenth sortie, target Cologne (6.55, daylight, Halifax "S")

30 October 1944: Sixteenth sortie, target Cologne (5.55, night, Halifax "P", landed Strubby)

2 November 1944: Seventeenth sortie, target Dusseldorf (6.20, night, Halifax "V")
4 November 1944: Eighteenth sortie, target Bochum (5.55, night, Halifax "R")
6 November 1944: Nineteenth sortie, target Gelsenkirchen (5.45, daylight, Halifax "R")
16 November 1944: Twentieth sortie, target Julich (4.50, daylight, Halifax "Y")
18 November 1944: Twenty-first sortie, target Munster (6.50, daylight, Halifax "X")
2 December 1944: Twenty-second sortie, target Hagen (6.00 by night, Halifax "X", landed Horham)
4 December 1944: H2S bombing exercise (2.40 by day, Halifax "S")
5 December 1944: Twenty-third sortie, target Soest (6.35, night, Halifax ""S")
6 December 1944: Twenty-fourth sortie, target Osnabruck (6.30, night, Halifax "U")
8-9 December 1944: two H2S cross-country exercises in daylight
17 December 1944: Twenty-fifth sortie, target Duisburg (6.20, night, Halifax "X")
21 December 1944: Twenty-sixth sortie; Gardening; G/C Kerr in crew. Early return owing to hydraulic failure (2.30, Halifax "K")
24 December 1944: Twenty-seventh sortie; Gardening (6.40, night, Halifax "S")
29 December 1944: Twenty-eighth sortie, Gardening (7.50, night, Halifax "S")
31 December 1944: Twenty-ninth sortie, Gardening (7.00, night, Halifax "X")
12 January 1945: Thirtieth sortie, Gardening; aircraft missing

The website "Lost Bombers" has the following on his last sortie: Halifax MZ805, No.424 Squadron (QB-X), minelaying (Gardening), 12/13 January 1945. MZ805 was one of two No.424 Squadron Halifaxes lost on this operation (the other was LV998). Airborne at 1722 hours, 12 January 1945 from Skipton-on-Swale to lay mines off Flensburg. Lost without trace. Crew (all commemorated on the Runnymede Memorial) were F/O A.M.Mackie, DFC, RCAF; Sergeant J.J.Farquhar; Flight Sergeant J.S.Netzke, RCAF; F/O H.D.Christie, RCAF; WO1 H.A.Carruthers, RCAF; Flight Sergeant F.W.Dobbs, RCAF; Flight Sergeant C.H.Hudson RCAF. These were the last crews reported missing from No.424 Squadron as a Halifax Squadron.

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MACKIE, F/O Eldon John (J43816) - **Commended for Valuable Services in the Air** - No.435 Squadron (Retired) - AFRO gives unit only as "Overseas" - Award effective 1 January 1947 as per **London Gazette** of that date and AFRO 107/47 dated 28 February 1947. Born 6 July 1911 at Claire, Saskatchewan; NOK living in Chaplain, Saskatchewan; home given as St.Walburgh, Saskatchewan; six years a teacher; enlisted in Saskatoon, 8 July 1941 and posted to No.2 Manning Depot. To No.4 SFTS (guard), 14 August 1941. To No.4 ITS. 25 September 1941; graduated and promoted LAC, 22 November 1941 when posted to No.5 EFTS. To Trenton, 29 January 1942. Classified as Link Trainer Instructor, 18 February 1942. To No.2 ITS, 26 March 1942 for Link Instructor Course . To No.32 EFTS, 9 May 1942. To No.3 Manning Depot, 13 June 1943; to No.4 ITS, 27 June 1943; to No.24 EFTS, 9 September 1943; to No.19 SFTS, 13

November 1943. Graduated and commissioned, 7 April 1944. To No.2 Aircrew Graduated Training School, 21 April 1944. To No.6 OTU, 16 June 1944. To "Y" Depot, 17 September 1944. Taken on strength of No.3 PRC, Bournemouth, 4 October 1944 although he did not disembark in UK until 12 October 1944. Promoted Flying Officer, 7 October 1944. To No.229 Group, 7 November 1944. To No.435 Squadron, 26 November 1944. To United Kingdom, 21 August 1945. Repatriated 1 April 1946. Retired 30 May 1946. Died in Victoria, British Columbia, 14 August 1991 as per British Columbia Vital Statistics. DHist file 181.009 D.1124 (RG.24 Vol.20595) has recommendation for AFC dated 4 April 1946. He had flown 1,500 hours, of which 1,230 hours were operational and 200 had been in previous six months.

Flying Officer Mackie has been with [this] unit since its formation in India where he flew 700 hours in close support of the 14th Army over perilous country and in inconceivable weather conditions. He remained in the unit when it reformed in the United Kingdom and has done invaluable work in setting a high standard over the air routes in Europe.

Notes: A report dated 11 February 1943 indicates how closely Link Instructors were monitored. He was checked by the Central Flying School while at No.32 EFTS, Bowden. This noted he had 50 hours of Link Flying, 800 hours instructing at desk, and 32 hours of instrument flying in the air. He was assessed as an Instructor ("Average"), performance in Link ("Average"), knowledge of pattern and sequence ("High average"), Manner ("determined, anxious"), Voice ("good"), Ability to Impart Knowledge ("Average") and Knowledge of Equipment and Instruments ("Good"). Described thus, "Shows remarkable improvement since tested in October 1942, a result of conscientious effort to make good through study and application. A capable instructor."

He had one accident with an Anson, No.19 SFTS, 18 March 1944 causing serious damage (landing while under standard beam approach instruction).

Course at No.6 OTU was 19 June to 25 August 1944 on Expeditor (14.25 day dual, 22.30 day as first pilot, 5.15 day as second pilot, 5.50 night dual, 13.25 as first pilot at night) and Dakota (9.45 day dual, 19.35 as first pilot by day, 7.50 as second pilot by day, 8.15 night dual, 11.55 as first pilot by night, 3.20 as second pilot by night plus 25 hours in Link. Ground training in Engineering (234/300), Navigation (77/100), Signals (72/100), Meteorology (160/200), Ship or Aircraft Recognition (80/100).

Assessments: As of 8 July 1945 he had flown 1,0020 hours. "Safe but not a natural pilot, though keen on transport operations. Not a service type. Recommended for Ferry duties." (S/L R.J. Clement, concurred in by W/C T.P. Harnett).

On 13 March 1946, described as "A captain of a hard working and reliable crew" (W/C C.N.

McVeigh).

Application for operational wing (19 September 1944) stated he had flown 214 sorties (701 hours 35 minutes).

Narratives: The following anecdotes add to his story. The first is from **The RCAF Overseas: The Sixth Year**, page 426:

There was little variety from routine for the Chinthes in July [1945], large quantities of rice being still carried into Northern Burma. One aircraft carried a cargo of 20,000 rupees but, unable to find the dropping zone, had to take the money back again. Towards the end of the month F/O E.J. Mackie had a harrowing experience when rice was being dropped from his aircraft at Falam. The sacks of rice had been tied together in pairs, one of which, on being thrown out, wrapped itself around the tail of the aircraft but the pilot got back to base and made a safe landing. F/O T. Kiez of the Elephant Squadron [No.436] had a similar experience at Taungup when two bales got wedged in his tail plane. He, too, after jettisoning his load, had got back safely.

The second narrative appeared in **Determined to Deliver: The War-Time Story of the Chinthe Squadron** by F/O David Martin (pp.24-25):

There was one extraordinary personal adventure that had nothing to do with weather or enemy fire or engine failure or any of the normal hazards of flying. F/O John Mackie of Chaplain, Saskatchewan, was the pilot of the aircraft. He himself was sitting in the co-pilot's seat while his co-pilot, F/O Manley Spencer of Midland, Ontario, was sitting in the first pilot's seat. They were flying along serenely at 10,000 feet. The navigator, F/O Norman Collins, of Rossland, Ontario, came forward to give them an alteration of course. As he poked his head into the pilot's compartment something moved underneath the automatic pilot, which is situated in the central part of the instrument panel.

"Holy Moses", ejaculated Collins. "You've got a snake riding with you."

As he said this the snake slithered out from behind the throttle quadrant, wrapped itself around Spencer's right rudder pedal, and looked up at him questioningly.

Spencer froze. This was the wisest thing to do, although during the first few seconds at least, wisdom had little to do with his freezing. For a minute that

seemed like an aeon, Spencer sat there looking down at the snake, while the snake looked up at him from the rudder pedal with its cold, unblinking eyes. "Take over while I get out of here", he said quietly to Mackie. In the second pilot's seat Mackie was safely out of range. He took the controls and Spencer eased himself slowly out of his seat, his eyes fixed at all times on the rudder pedal.

At this point Collins, who had been rummaging around for a suitable weapon, came forward with a large jungle knife. He reached gingerly around behind the rudder pedal and slashed at the snake. He slashed some half dozen times before the snake relaxed its hold on the pedal and fell to the floor, coiling and twisting in its death agonies.

When the crew arrived home, they were informed that their uninvited passenger was a Russell's Viper, one of the most aggressive and deadly snakes in India. How the Viper succeeded in climbing up into the fuselage is something that has never been figured out.

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MACKINNON, LAC Arthur (R124722) - **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 29 July 1923. Home in Inverside, Inverside County, Cape Breton Island; enlisted in Halifax, 30 August 1941 for General Duties and posted to No.1 Manning Depot. Promoted AC1, 30 November 1941. Promoted LAC, 2 March 1942. To No.3 Flying Instructor School, 3 August 1942. To "Y" Depot, 25 January 1943. To RAF overseas 8 March 1943; promoted Corporal, 1 April 1943. Repatriated 23 December 1945. Discharged 5 February 1946. General Duties.

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MacKINNON, W/C Ian Malcolm (C1888) - **Member, Order of the British Empire** - Station Rockcliffe - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Vancouver; enlisted in Montreal, 22 April 1940 in Equipment and Administration Branch. Flight Lieutenant as of 15 July 1941. To Rockcliffe, 28 August 1941. Promoted Squadron Leader, 1 June 1942. To AFHQ, 15 February 1944. Promoted Wing Commander, 1 April 1944. To No.2 Release Centre, 28 September 1945. Retired 4 October 1945. Living in Victoria as of 1949. Medal sent by registered mail, 8 June 1948.

This officer has been employed as Senior Equipment Officer on this unit for a long period of time. During this time he has been responsible for equipping six

flying units, five of which were posted away within a few months. This officer has been present during the rapid expansion of this station and has, at all times, been able to anticipate requirements and maintain an even flow of equipment. He has been most diligent on checking and bringing to attention any abuses in connection with equipment, and has brought his section to a high state of efficiency.

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MackINNON, F/L Lawrence Leroy (J19268) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 6 June 1944 and AFRO 1660/44 dated 4 August 1944. Born in Ladysmith, Alberta, 17 April 1922; home in Ponoka, Alberta. Served five years in Royal Canadian Artillery. Enlisted in Edmonton, 19 September 1941. To No.7 SFTS (non-flying duties), 7 December 1941. To No.4 ITS, 31 January 1942. Promoted LAC, 10 April 1942; to No.18 EFTS, 11 April 1942; to No.5 EFTS, 25 April 1942; to No.7 SFTS, 4 July 1942. Graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, 6 November 1942. To RAF overseas, 21 November 1942. Commissioned 28 June 1943. Promoted Flying Officer, 28 December 1943. Promoted Flight Lieutenant, 6 February 1944. Promoted Squadron Leader, 18 June 1944. Promoted Wing Commander, 12 February 1945. Repatriated to Canada, 29 June 1945 with No.425 Squadron. To No.405 Squadron, 28 September 1945. To Station Greenwood, 30 September 1945. To Release Centre, 21 January 1946. Released 28 January 1946. DSO and DFC presented in Toronto, 20 April 1951. Photo PL-32442 shows S/L Lawrence MacKinnon, DFC of Ponoka, Alberta (50 sorties) and S/L George Sweany (63) sorties. Photo PL-32443 shows him as a Squadron Leader; caption states he had completed two tours (50 sorties). RCAF photo PL-40856 (ex UK-17147 dated 4 December 1944) shows him giving blood as a donor clinic; identified as "assistant controller"; other party is Dr. W.S. Stanbury, former resident doctor at Mountain Sanatorium, Hamilton, who had gone to Britain at outbreak of war and joined the British Health Service. RCAF photo PL-42511 (ex UK-19620 dated 16 March 1945) is captioned as follows: "Discussing the last RCAF Bomber Group attack on Cologne before the fall of that city are, left to right, W/C Lawrence MacKinnon, DSO, DFC, Ponoka, Alberta, G/C J.K. MacDonald, DFC, Antigonish, Nova Scotia, and Major John Nicholson, London England. MacDonald commands the station from which the Moose and Ghost squadrons fly, while MacKinnon is in charge of operations on the same base. Nicholson, a British army officer though he sports an air gunner badge, and has flown on 13 sorties, is the flak expert of the group. The three have been interviewing fliers at interrogation." RCAF photo PL-33056 (ex UK-15447 dated 29 September 1944) show three officers checking returns from a daylight raid - W/C Dan McIntosh (CAN/RAF, Regina, operations controller, sitting behind a battery of telephones, S/L Lawrence MacKinnon, DSO, DFC (Ponoka, Alberta, assistant controller) and F/O Harry Spence (Toronto, flying control). RCAF photos PL-43442 (ex UK-20468) and PL-43443 (ex UK-20469), both dated 13 April 1945 show him alone in a staff position at No.6 Group

Headquarters, He appears to have joined the postwar RAF, for F/L L. Mackinnon, DSO is awarded the Queen's Commendation for Valuable Services in the Air in June 1956. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8780 has recommendation by W/C R.J. Lane dated 23 March 1944 when he had flown 31 sorties (190 hours 44 minutes) as follows:

15 September 1943 - Montlucon (5.27)
22 September 1943 - Hanover (5.34)
23 September 1943 - Mannheim (5.35)
1 October 1943 - Hagen (4.55)
2 October 1943 - Munich (7.19)
18 October 1943 - Hanover (5.11)
20 October 1943 - Leipzig (6.31)
22 October 1943 - Frankfurt (5.45)
3 November 1943 - Cologne (4.03)
17 November 1943 - Mannheim (5.11)
18 November 1943 - Mannheim (5.42)
2 December 1943 - Berlin (5.48)
3 December 1943 - Leipzig (6.33)
16 December 1943 - Berlin (7.07)
20 December 1943 - Frankfurt (4.45)
23 December 1943 - Berlin (7.05)
29 December 1943 - Berlin (6.12)
1 January 1944 - Berlin (6.39)
2 January 1944 - Berlin (6.08)
5 January 1944 - Stettin (8.27)
20 January 1944 - Berlin (6.59)
21 January 1944 - Magdeburg (6.27)
27 January 1944 - Berlin (6.56)
28 January 1944 - Berlin (7.24)
30 January 1944 - Berlin (6.06)
15 February 1944 - Frankfurt-on-Oder (7.05)
19 February 1944 - Leipzig (6.22)
20 February 1944 - Stuttgart (5.47)
24 February 1944 - Schweinfurt (6.40)
15 March 1944 - Stuttgart (6.20)
18 March 1944 - Frankfurt (4.40)

This officer is a very capable pilot and captain. He has carried out 31 operational sorties,

some of which have been against the enemy's most heavily defended targets such as Berlin, Hanover and Munich. The determination, skill and devotion to duty displayed by this officer has done much to keep the morale of the aircrew of this squadron at a high standard. Strongly recommended for the award of the Distinguished Flying Cross.

MACKINNON, S/L Lawrence Leroy, DFC (J19268) - **Distinguished Service Order** - No.405 Squadron - Award effective 29 September 1944 as per **London Gazette** of that date and AFRO 2373/44 dated 3 November 1944.

This officer has completed a second tour of operational duty during which he has successfully attacked a variety of targets, many of them in Northern France. He is an outstanding pilot, a dauntless captain and inspiring leader. His example has been well illustrated in the fine fighting spirit of the squadron.

Public Record Office Air 2/9159 had recommendation drafted by W/C R.J. Lane, 20 July 1944 when he had flown 50 sorties (252 hours 45 minutes) of which 19 sorties (62 hours) had been since his previous award. Additional sorties and submission as follows:

24 March 1944 - Berlin (6.25)
30 March 1944 - Nuremburg (6.10)
3 May 1944 - Montdidier (2.55)
6 May 1944 - Nantes (2.45)
10 May 1944 - Ghent (2.20)
11 May 1944 - Boulogne (2.20)
19 May 1944 - Mont Couple (1.45)
22 May 1944 - Le Mans (3.40)
27 May 1944 - Rennes (3.40)
10 June 1944 - Versailles (3.50)
12 June 1944 - Amiens (3.35)
14 June 1944 - Cambrai (2.50)
15 June 1944 - Lens (2.15)
16 June 1944 - Sterkrade (3.40)
17 June 1944 - Oisemont-au-Bois (2.35)
21 June 1944 - Oisemont-au-Bois (2.15, daylight)
24 June 1944 - Bonnetot (2.10, daylight)
28 June 1944 - Wizerne (1.35)
29 June 1944 - Metz (5.15)

This officer is an outstanding pilot and captain who has completed two tours of operations, most of his sorties having been directed against strongly defended

German targets. Squadron Leader MacKinnon is an exceptional leader who, by his personal example of fearlessness and extreme devotion to duty, has inspired his crew with the same unquenchable spirit. Undoubtedly, the fine example set by this officer in the performance of his duties has had a salutary effect on all members of this squadron. Strongly recommended for the immediate award of the Distinguished Service Order.

This was endorsed by Group Captain G.P. Dunlop (Officer Commanding, Station Gransden Lodge) on 23 July 1944 and by Air Vice-Marshal C.M. McEwen (Air Officer Commanding, No.6 Group) on 29 July 1944. It was approved on 17 August 1944 by Air Chief Marshal Sir Arthur Harris..

Public Record Office Air 50/248 has a Combat Report from his career (27/28 January 1944). Full crew was J19268 P/O L.L. MacKinnon, RCAF (captain), J22484 P/O W.D. Renton (navigator/plts), 1383981 Flight Sergeant V.E. Bowden (navigator/set operator), 1077021 Sergeant G. Connell (WOP/Air), 1563699 Sergeant J.S. Pennie (mid-upper gunner), 1533602 Sergeant T. Waters (rerar gunner) and R58024 Sergeant E.W. Chappell (Flight Engineer).

Whilst on operations the night of 27/28 January 1944, on Berlin, Lancaster "G" (JB183) of 405 Squadron, RCAF, was attacked by an Me.110 on the way home from the target at a position 50.27N 0500W at 2255 hours heading 282 M, 160 knots I.A.S. at a height of 20,500 feet, visibility fair, 6/10 cloud, 7,000 feet.

The enemy aircraft was first sighted at 700 yards on the starboard beam down. Enemy aircraft made his attack from port bow up and broke away starboard quarter up. Evasive action was taken, a diving turn to port. Mid-Upper Gunner opened fire at 250 yards and ceased fire at 300 yards. Enemy aircraft did not open fire. No damage to our aircraft. Mid-Upper gunner fired about twenty rounds without any stoppages. No claim is made as far as enemy aircraft is concerned.

RCAF Press Release No. 6317 dated 23 August 1944 from S/L T.C. McCall, transcribed by Huguette Mondor Oates, reads:

WITH THE RCAF BOMBER OVERSEAS: -- You can take it from a lad who knows, the toughest trip of them all is the last one; the one that goes down in the logbook as the end of two complete tours. Squadron Leader Lawrence MacKinnon has been to Berlin 13 times. He has sat in the cockpit of a four-engined Lancaster and watched nearly every other important city of the Reich blasted and burned by Allied bombers. In his 50 odd operational sorties he has

mixed with fighters, flak and weather. But the trip that causes him the most unpleasant reflection is the one he made to Metz.

"I'll never forget that one," the 22-year-old Ponoka, Alberta pilot says. "Before I took off, I knew it would be the last one and I really had a bad case of stage fright --- I guess you'd call it. Couldn't help but wonder, a little more than I usually did, if I'd get back."

Bomber Command took what Squadron Leader MacKinnon describes as "quite a licking" that night too, but he completed his own mission without event and marked finis to two complete operational tours. Today the stocky youngster wears the ribbons of the Distinguished Service Order and the Distinguished Flying Cross on his tunic and holds a post at headquarters of the RCAF Bomber Group where Canada's heavy bomber offensive against the Nazis is directed.

The war plucked him from a job in a Ponoka garage back in September, 1941. He had graduated from High School in the town where his father, Neil MacKinnon is a government farm superintendent, and although enlisting in the spring of the year, was not called for service until September. Winning his pilot's wings in October, 1942, he was posted overseas without delay as a sergeant, and joined the first Canadian heavy bomber squadron. He did all of his operational trips with that squadron which has been adopted by the City of Vancouver.

Although he regards Berlin as sufficiently well defended to stay in any airman's memory, it is Lepsig that he recalls as a particularly difficult spot for allied airmen to attack. "Somehow or other we always got into trouble there," he says. "We'd have one engine quit on us, or maybe two, and there'd be fighters or icing or some other trouble. But we were lucky. I don't know what a good flak or fighter lacing is like; but I don't want to shoot a line about that. I had good gunners --- that's the reason, and the whole reason --- and although we had plenty of fighters making passes at us, we got away."

Squadron Leader MacKinnon has his own theories about the role of gunners in a bomber. "In my opinion a really good gunner doesn't fire his guns. He keeps you away from the other fellows' fire. If a gunner in a bomber sees a fighter first, then the fighter should never get close enough to hack away at you."

In the veteran skipper's crew during most of his two tours on Lancasters, a Scotsman and a Yorkshireman manned the guns. His navigator was Flight Lieutenant Doug Renton of Victoria, B.C., his bomb-aimer Flight Lieutenant Ross

Baroni, Arnprior, Ontario; and his flight engineer, Sergeant Eddie Chappell of Vancouver. Squadron Leader George Sweany, DSO, DFC of Sudbury and Toronto, Ontario also flew in the same crew for seven sorties.

Commissioned in June, 1943, the present squadron leader wore an N.C.O.'s uniform for six months before he learned that he was an officer. He was awarded the DFC in February of this year, and the DSO followed in August. He would like to fly after the war but is doubtful if there will be much opportunity for young men such as himself to keep their hands in as pilots.

Another member of his family, LAC Lloyd MacKinnon recently returned to Canada after two years of service overseas as a wireless electrical mechanic. He has another brother and sister living at home.

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MACKINNON, F/L Thomas Joseph (J16058) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born in Regina, 19 December 1916. Educated in Catholic schools there, Campion College (Regina), 1929-1934, St. Francis Xavier University, Antigonish, 1934-1936 (spoke Gaelic), University of Western Ontario, 1936-1939. Home given as Shaunavon, Saskatchewan although he was a history teacher in Detroit, 1939-1941, Enlisted in Regina, 10 April 1941. To No.2 Manning Depot, 18 April 1941. To No.10 SFTS (guard), 2 May 1941. To No.2 ITS, 8 June 1941; graduated and promoted LAC, 14 July 1941 when posted to No.5 EFTS; graduated 30 August 1941 when posted to No.10 SFTS; graduated and promoted Sergeant, 21 November 1941. To "Y" Depot, 22 November 1941. To RAF overseas, 12 December 1941. To No.2 School of Air Navigation, 2 February 1942 (Staff Navigator course). To No.5 (Pilots) AFU, 28 March 1942 (navigation instructor on Master, Spitfire, Hurricane, Anson and Harrow aircraft). Promoted Flight Sergeant, 21 May 1942. Commissioned 6 October 1942. To Station Calveley, 8 January 1943 (Station Navigation Officer). To No.101 Squadron, 31 January 1943 (attached for operational duty, three sorties). To Station Calveley, 25 February 1943 (Station Navigation Officer). Promoted Flying Officer, 6 April 1943. To Station Tatenhill, 4 May 1943 (Station Navigation Officer). To Station Ternhill, 16 October 1943 (Station Navigation Officer). To No.460 Squadron, 15 November 1943 (attached for operations, four sorties on Lancasters). To Station Ternhill again, 15 December 1943 (Station Navigation Officer). Attached to No.1534 Beam Approach Training Flight, 2-16 March 1944 (Oxfords). To Station Ternhill again, 16 March 1944 (Station Navigation Officer). To OTU, Station Moreton in Marsh, 22 May 1944. To No.61 Base, 25 July 1944. Attached to No.1666 Conversion Unit, 5 August to 19 September 1944. To No.425 Squadron, 19 September 1944. Promoted Flight Lieutenant, 6 October 1944. Repatriated 23 April 1945. To No.2 Air Command, 8 May 1945. To No.124 Squadron, 24 June

1945. To No.1 Composite Training School, Toronto, 14 February 1946. To Western Air Command, 1 April 1946 (Public Relations Officer). To postwar RCAF, 1 October 1946 as pilot and Flight Lieutenant (service number 19823). To No.12 Group Headquarters, 28 February 1947. To Sea Island, 1 March 1947. To AFHQ, 5 March 1947 (Chief Public Relations Officer); .DFC presented 1 December 1948. Promoted Squadron Leader, 1 January 1950 and assigned to Chief of the Air Staff Office. Promoted Wing Commander, 1 July 1953. To RCAF Staff College, 9 September 1953. To Canadian Joint Staff, Washington, 10 July 1954 on exchange with USAF in Pentagon (planning officer, Utilization Branch, Policy Division). To AFHQ, 11 August 1957 (Director of Personnel Movements). To Sea Island, 20 August 1960 to command. To Station Vancouver, 16 October 1961 to command. Retired 16 June 1964, taking early retirement because Station Vancouver was being closed and he was already near compulsory retirement age. Awarded Queen's Coronation Medal, 23 October 1953 (Squadron Leader, Staff College). Died in Vancouver, 25 June 1977 as per British Columbia Vital Statistics.

This officer is a pilot of outstanding skill and determination who has taken part in numerous attacks against heavily defended targets in Germany. On one occasion in October 1944 he was detailed for an attack against Wanne Eickel. En route to the target, engine trouble was experienced and while over the target very heavy anti-aircraft fire was encountered which caused severe damage to the aircraft. Undeterred, Flight Lieutenant MacKinnon pressed home a telling attack. Throughout this trying experience this officer's cool efficiency and dogged determination were a source of encouragement and confidence to the other members of his crew.

DHH file 181.009 D.1510 (Library and Archives Canada RG.24 Vol.20600) has recommendation drafted by S/L J.E.G. St. Jean (acting Commanding Officer), 11 January 1945 when he had flown 25 sorties (152 hours 40 minutes); no sortie list:

Flight Lieutenant MacKinnon is a pilot of outstanding skill and determination. On October 12th, 1944, the crew of which Flight Lieutenant MacKinnon is pilot was detailed to bomb Wanne Eickel, Germany. On the trip to the target, engine trouble was experienced. This caused the aircraft to be delayed and necessitated it taking its place at the tail end of the bombing stream.

The aircraft was subjected to a very heavy flak attack and sustained 18 major holes. Flak shot away the aileron control and making evasive action impossible and also severed one of the oil pipe lines.

Determined to drive home his attack, this courageous pilot pressed on to the target and bombed it successfully. The aircraft limped back to base. Under these

adverse conditions Flight Lieutenant MacKinnon's cool efficiency and dogged determination were a source of encouragement and confidence to the remainder of the crew.

This officer, by his skill and efficiency, carried out his missions over heavily defended targets such as Berlin (three times), Leipzig, Wilhelmshaven, Duisburg, and Ludwigshaven. His keenness, vigilance and remarkable airmanship are worthy of the highest praise. It is for these reasons that I recommend Flight Lieutenant MacKinnon for the Immediate award of the Distinguished Flying Cross.

Training: Course at No.2 ITS was 9 June to 9 July 1941. Courses in Mathematics (83/100), Armament, practical and oral (76/100), Signals (93/100), Hygiene and Sanitation (20/40), Drill (74/100), Law and Discipline (43/60). Graded 80/100 in Link. Placed 149th in a class of 250. Noted that he had a brother in the RCAF and another in the Navy.

Course at No.5 EFTS was 15 July to September 1941. Tiger Moth aircraft (28.50 dual, 25.00 solo, of which 8.15 on instruments. Also logged ten hours in Link. Considered average in the air - "This student should be checked on all flying sequences." Ground training marks were Airmanship (185/200), Airframes (59/100), Aero Engines (69/100), Signals, practical (92/100), Theory of Flight (62/100), Air Navigation (182/200), Armament, oral (110/200). Placed 44th in a class of 64. "Good average student, bright, aggressive, rather sure of himself, argumentative type, conduct good."

Course at No.10 SFTS was 1 September to 21 November 1941. Crane aircraft (43.35 day dual, 35.25 day solo, 7.40 night dual, 2.20 night solo). Spent 16.25 on instruments and logged 22 hours in Link. "Very slow to learn. Instruments need watching. Also night flying." (F/L B.C. Andrew). Ground courses in Airmanship and Maintenance (134/200), Armament, written (67/100), Armament, practical (82/100), Navigation (115/150), Meteorology (27/50), Signals, written (33/50) and Signals, practical (65/100). Placed 22nd in class of 57.

Selected Assessments: "A satisfactory officer whose work at this unit was always conscientiously carried out. He has a pleasant disposition and should do well as an operational pilot." (W/C J.G. Gien, 13 May 1944; he had flown 642 hours, 112 in previous six months).

"A consistently capable captain who has been a definite asset to the squadron." (W/C H.C. Ledoux, 14 April 1945; he had logged 1,127 hours, 243 in previous six months.)

"This officer is exceptionally well qualified, both professionally and temperamentally, for the position of Senior Public Relations Officer. He cheerfully undertakes all tasks and

responsibilities assigned to him and is at all times a hard and conscientious worker. He takes a keen interest in the welfare of those serving under him. It will be extremely difficult to find a comparable replacement when this officer is posted to other duties." (R.V. Dodds, Director of Public Relations, 25 October 1948).

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MackIRDY, F/L Daniel Harvey (J89429) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 23 July 1914 in Mirror, Alberta; home in Vancouver (teacher); enlisted there 5 August 1942. Granted Leave Without Pay until 30 August 1942 when posted to No.3 Manning Depot. To No.2 ITS, 2 November 1942. Graduated and promoted LAC, 20 March 1943; to No.2 AOS, 3 April 1943; graduated and promoted Sergeant, 20 August 1943. To "Y" Depot, 3 September 1943. To United Kingdom, 12 September 1943. Disembarked in Britain, 19 September 1943. To No.1 (Observer) AFU, 2 November 1943. To No.29 OTU, 11 January 1944. To No.41 Base, 4 May 1944. To No.1658 Conversion Unit, 12 May 1944. To No.158 Squadron, 22 June 1944. Commissioned 25 August 1944. Promoted Flying Officer, 25 February 1945. Repatriated 23 April 1945. Retired 12 June 1945. Lived for much of the postwar period in Fort St. John and Abbotsford, British Columbia (teacher and elementary school principal). Enrolled in RCAF Primary Reserve, 10 October 1953 as Air Observer, serving to 30 December 1958, working in recruiting field. Died in Duncan, British Columbia, 28 January 1985 as per British Columbia Vital Statistics. Photo PL-41776 show FS R. Bower, MacKirby and FS A.H. Delorie.

Throughout numerous operational sorties during which he has participated in attacks against some of the most heavily defended targets in Germany, this officer has displayed outstanding navigational ability. In addition he has invariably shown great courage under fire and coolness and initiative in times of stress. On three occasions he has taken part in actions against night fighters which have ended in the destruction of the enemy aircraft. Flight Lieutenant MacKirby as flight navigation leader has been untiring in his efforts in the training of navigators.

Note: On 9 April 1945 he filed a form stating he had flown 38 sorties (184 operational hours) plus 171 non-operational hours. Overseas flying had been on Ansons (56.30), Wellington (63.00), Halifax II (27.30) and Halifax III (208.00). He described his experiences briefly: "Five months experience as Flight Navigation Leader, also carried out duties of squadron Navigation Officer when necessity arose." He added, "Three enemy fighters shot down (confirmed) by crew."

Application for Operational Wing dated 28 March 1945 stated he had flown 38 sorties, (184

hours 15 minutes), 27 June 1944 to 14 March 1945.

Assessment by W/C G.B. Read, No.158 Squadron, 9 April 1945 covered period 25 August 1944 to 9 April 1945 (did not cover NCO service): "A very capable navigator and a steady officer of smart appearance and pleasant manner who is popular with his fellows. He is persevering and always gives of his best, setting a good example at all times."

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MACKLIN, S/L Douglas Irving (C2361) - **Air Force Cross** - Conversion Training Squadron, Rockcliffe - Award effective 20 October 1942 as per **London Gazette** of that date and AFRO 1830/42 dated 13 November 1942. Born in Sarnia, 14 May 1906. Home in Sarnia, Ontario (florist and flying instructor). Attended Culver Military Academy, Indiana, 1923-1924. Attended Parks Air College, St. Louis, Missouri, March to August 1930. Enlisted London, Ontario, 22 February 1940 as Sergeant Pilot and posted to Trenton. Commissioned 30 May 1940 as Flying Officer. To No.4 SFTS, 22 June 1940. To No.10 SFTS, 22 March 1941. Promoted Flight Lieutenant, 15 August 1941. To No.6 SFTS, 13 October 1941. To Conversion Training Squadron, Rockcliffe, 17 March 1942. Promoted Squadron Leader, 15 August 1942. To AFHQ, 8 August 1943. Embarked from Canada, 26 August 1943. Disembarked in Britain, 1 September 1943. To RCAF Overseas Headquarters, 7 September 1943, Attached to Empire Central Flying School, 22 September 1943. Temporary Duty at No.14 (Pilots) AFU, 1-2 October 1943. Attached to No.6 (Coastal) OTU, 8-9 October 1943. Attachments to Stations Riscal, Wittering, North Coates and Derby. In all at ECFS he flew 113 hours 45 minutes on a wide variety of aircraft - Oxford, Master, Magister, Wellington, Spitfire, Hurricane, Blenheim, Anson, Hotspur, Harvard and Lancaster - described as "A capable pilot on all types, cheerful and willing. Should do well as Chief Instructor at an SFTS in Canada." To RCAF Overseas Headquarters, 27 December 1943. Embarked from Britain that day; disembarked in New York, 5 January 1944. To No.1 Central Flying School, Trenton, 23 January 1944. Promoted Wing Commander, 1 August 1944. To No.4 Release Centre, 19 March 1945. Retired 20 March 1945. Award presented 3 December 1942. Died in Sarnia, Ontario, 15 December 1985 as per **Airforce Magazine** of April-May-June 1986.

This officer received his wings at RCAF Station Trenton on April 24, 1940, and his Instructor Category "B" and was commissioned as Flying Officer on May 30, 1940. Since, he has acted as Flying Instructor, Flight Commander, Examining Officer, and Chief Instructor at various stations. He was categorized an A1 Flying Instructor on November 29, 1941, and has completed 1,160 hours as an instructor. During one period in 1940, due to the shortage of instructors, he instructed for 80 hours in 16 consecutive days. Throughout his service career, his unfailing cheerfulness and his devotion to duty under trying conditions in addition to his skill and precision as a pilot, has inspired his students and all

personnel who served with him. This officer's total flying time is 1,238 hours 20 minutes.

Recommendation raised 7 July 1942 by W/C J.C. Huggard; text as above. Supported at all levels, clearing AFHQ on 2 September 1942.

Notes: Applying to join the RCAF he stated he had flown Travellaire Biplane (28 hours), Barling monoplane (two hours), Gypsy Moth (40 hours), Avro Avian (240 hours), Fleet (four hours) and Stinson (six hours).

Assessed as Instructor, 15 April 1941 by which time he had flown 443 hours 20 minutes solo and 38 hours 20 minutes dual on single engine aircraft, 140 hours solo and five hours 25 minutes dual on twin engine aircraft. He was then category "B" instructor. Tested on a Harvard and described under following headings - Sequence (Good), Voice (Good), Manner (Confident), Ability to Impart Knowledge (Above Average), Ability as Pilot (Above Average), and Remarks ("Above average instructional ability and has proved by his work to warrant a raise in category"). Raised to "A-2" Category.

Assessed as Instructor by S/L William M. Foster, 27 November 1941 by which time he had flown 836 hours solo and 66 hours 15 minutes dual on single engine aircraft, 160 hours solo and five hours 25 minutes dual on twin engine aircraft. by which time he had flown 443 hours 20 minutes solo and 38 hours 20 minutes dual on single engine aircraft, 140 hours solo and five hours 25 minutes dual on twin engine aircraft. Tested on a Harvard and described under following headings - Sequence (Above Average), Voice (Clear), Manner (Phlegmatic), Ability to Impart Knowledge (Above Average), Ability as Pilot (Above Average in all respects), and Remarks ("An above average pilot who can demonstrate flying manoeuvres with skill and precision. His manner in the air instills confidence. He has a good knowledge of sequence and can describe each phase of a manoeuver in an instructive fashion. Ability and experience warrant the highest category.") Reclassified "A-1" Instructor.

Selected Assessments: "This officer is Squadron Examining Officer. He flies well and discharges his duties in an efficient manner. As an officer he could show more keenness and alertness and be more punctual." (W/C A.H. Wilson, No.10 SFTS, 15 June 1941).

"This officer has taken over as Officer Commanding, Conversion Training Squadron from former position as Chief Instructor. Will require guidance and checking in the running of his squadron. Most cooperative officer with welfare of station at heart. Should do well." (G/C J.L. Hurley, Station Rockcliffe, 2 November 1942)

"S/L Macklin has run his unit (Conversion Training Squadron) with obvious ease and efficiency.

He has been well provided for in personnel and equipment but has a cooperative spirit which reacts on his troops." (G/C J.G. Bryans, Station Rockcliffe, 19 February 1943.)

"S/L Macklin has been filling a Wing Commander's post for almost four months as Officer Commanding the Bombing and Gunnery Visiting Flight. He has been doing a most satisfactory job as evidenced by letters from stations he has visited, commending the value and good work of his flight. Strongly recommended for promotion to Acting Wing Commander." (S/L E.B. Gale, No.1 Central Flying School, 15 May 1944).

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MACKLIN, F/O Ewart Vernon (J24560) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 24 May 1917. Home at Scarborough Junction, Ontario; enlisted in Toronto, 28 January 1942. To No.1 Manning Depot, 1 March 1942. To No.6 ITS, 29 August 1942; graduated and promoted LAC, 6 November 1942; to No.9 AOS, 21 November 1942; graduated and commissioned, 19 March 1943. To "Y" Depot, 3 April 1943. To RAF overseas, 13 April 1943. Promoted Flying Officer, 19 September 1943. Promoted Flight Lieutenant, 19 March 1945. Repatriated 13 June 1945. Retired 30 August 1945. Presented 22 June 1949. Postwar he worked with Massey-Ferguson. Died in Toronto, 7 October 1998. 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.3080 (RG.24 Vol.20636) has recommendation (undated) when he had flown 37 1/2 sorties (184 hours 25 minutes), 29 March to 31 August 1944.

This officer, a navigator, has completed 37 sorties against the enemy and by his outstanding ability has successfully navigated his aircraft to such distant and heavily defended targets as Brest, Stuttgart, Hamburg and Montzen. His co-operation, coolness and devotion to duty inspired confidence to all, whether on the ground or in the air. An efficient navigator, he has been largely responsible that his crew have always pressed home the attack to the utmost. In recognition of this officer's bravery and devotion to duty I strongly recommend that he be awarded the Distinguished Flying Cross.

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MacLAURIN, F/O Donald James (C2112) - **Mention in Despatches** - No.407 Squadron - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Home in Kapuskasing, Ontario. Enlisted in Ottawa, 22 May 1940 or 4 June 1940 in Engineer Branch. Flying Officer as of 6 December 1940. To RCAF Overseas Headquarters, 9 September 1941. Promoted Flight Lieutenant, 1 July 1942. Promoted Squadron Leader, 1

August 1943. Repatriated 14 January 1944. To Western Air Command, 23 February 1944. To Patricia Bay, 28 February 1944. To No.32 OTU, 5 April 1944. To No.6 OTU, 31 May 1944. To No.4 Release Centre, 12 December 1944. Resigned commission, 20 December 1944. Living in Wisconsin in 1950. DHH file 181.009 D.2620 (Library and Archives Canada RG.24 Volume 20628) has recommendation for an MBE drafted 17 August 1942 as follows:

Flying Officer D.J. MacLaurin has now served eleven months with this unit as Engineer Officer. In this capacity he has produced first and foremost an exceptionally good record of serviceability throughout a period of extensive operational service when the aircraft were called upon to withstand the most rigorous treatment from both the pilots and from the weather. By virtue of his personality, knowledge of men, and by his own example he commands both the respect and the very good will of the entire squadron and has thereby instilled in all his men the will to work without complaint under the most exacting and trying conditions. Having a sound specialized and general knowledge of service life and regulations together with a remarkable sense of balance, he has proved himself to be a most trustworthy guide on many matters of squadron administration and discipline. In this manner he has made a large contribution to the general smoothness with which this squadron has been able to operate.

Before proceeding overseas, Flying Officer MacLaurin served nine months at Service Flying Training Schools in Canada.

NOTE: On 11 November 1943 W/C W.H. Swetman, CO of Station Linton-on-Ouse, recommended him for the Canada Medal. At the time he noted that MacLaurin (now a S/L and Station Engineer Officer) had been posted to England in September 1941, serving as Engineer Officer to No.407 Squadron, then Station Dunsfold (January to June 1943) and then No.62 Base (June 1943 to that date). "Squadron Leader MacLaurin's dogged determination, skill and devotion to duty and his ability as a leader has been instrumental in obtaining the highest efficiency in his work."

RCAF Press Release No. 714 dated 2 September 1942 reads:

One of the three oldest members of the Demon Squadron, and certainly one of the most popular, is the officer who goes about in work humming or whistling Scotch tunes for, although a 100% Canadian, he can't forget his Highland ancestry.

The officer concerned, even now spending his leave cycling through the Highlands and Lowlands of Scotland, is F/O D.J. MacLaurin, better known to the

whole squadron and station as "Mac".

"Mac" is engineer officer of the Demons and in that capacity, and as leader of the "boys who keep 'em flying," the ground crews, has done a magnificent job of maintaining the squadron's Hudsons always in shape for the tremendously important task allotted to the Demons, that of harassing enemy shipping in the North Sea.

The "engineer bloke" is held in the highest regard by everyone in the squadron from W/C A. Coatsworth Brown, DFC, of Winnipeg, the C.O., down to the newest AC2. Cheery, fun-loving "Mac" is a friend of everyone on the squadron and no party, whether in the airmen's, sergeants' or officers' mess is complete without him.

"Mac," the son of Dr. D.L. MacLaurin, Assistant Superintendent of Education for British Columbia, and Mrs. MacLaurin, was born in Revelstoke, B.C. and brought up in Victoria where he attended public and high school. While at Victoria High, the future RCAF officer was a member of the Cadet Corps and commanded the 112th Battalion, Cadet Services of Canada, with the rank of Cadet-Major.

Young "Mac" decided upon engineering as a career and so entered the University of British Columbia, graduating in 1932 with the degree of Bachelor of Applied Science.

While at University of British Columbia, "Mac" was one of the prime movers in organizing the disbanded Canadian Officers Training Corps contingent which had lapsed following the Great War. He, with several other students, notably the now Wing Commander Johnny Plant, officer commanding a Canadian Catalina Squadron in Ceylon, induced the authorities to permit the contingent to come into existence again and then whipped up enough enthusiasm among the students, although strenuously opposed by many of the student body, to guarantee success.

From University of British Columbia, the young graduate went as engineer to the B.C. Pulp and Paper Co., being stationed at both Good Fiber and Port Ellis. "Mac" then returned to school, attending the post-graduate school at the University of Washington at Seattle, there becoming a member of the world-famous crew, and later entering University of Wisconsin, graduating in the spring of 1927 with the degree of Master of Science.

While at University of Wisconsin, he met a young lady named Julia Hinz, to whom he now writes regularly although he addresses his letter to Mrs. D.J. MacLaurin, for he married her in 1938 and they are the parents of a handsome, blonde three-year-old youngster named Donald.

Upon the receipt of his Masters in Science, "Mac" went to work for the Kimberly-Clark Corporation and travelled extensively throughout the state of Wisconsin, making Appleton, his wife's home town, his headquarters.

A year later, he returned to Canada as engineer with the Spruce Falls Power and Paper Co. Ltd., an affiliate of his former employers. The young family set up housekeeping at Kapuskasing in Northern Ontario and there entered wholeheartedly into the life of that thriving community.

"Mac" claims to be a member of practically every club and organization in "Kap", notably the Board of Trade, Community Club and Golf Club, while Mrs. "Mac" is now secretary-treasurer of the local Horticultural Society. "Mac" is also a member of the Association of Professional engineers of British Columbia.

Although a whole-hearted booster for the "Kap", MacLaurin would like to re-visit Victoria which he hasn't seen, nor his parents, since his honeymoon trip there in 1938.

In May 1940, "Mac", then 31, joined the RCAF in Ottawa and after a brief period at Toronto Manning Pool attended No.1 Aeronautical Engineering School at Montreal and then went west where he helped open No.7 S.F.T.S. at Macleod, Alberta, and No.12 S.F.T.S. at Brandon, Manitoba.

He was posted overseas in September 1941, and immediately upon his arrival here joined the all-Canadian Demon Squadron as Engineer Officer, and from that first day "Mac" was seen one of the best liked men on the station, or, as P/O Lloyd Ellam, Montreal, the Demon punster puts it:

"The Demons think a hell of a lot of that young devil."

So "Mac" goes smilingly along, humming or whistling his beloved Scotch airs, doing a thorough job of work when work is to be done, taking part in all the social life of the station or playing snooker pool with everybody from the group captain commanding the station down.

There are rumours of "Mac" leaving the Demons but unless the move means a boost up the ladder for him, the Demons will get together and find some means of keeping him around for the squadron thinks a lot of "Mac" MacLaurin, the engineer bloke from Kapuskasing and points west.

Text of RCAF Press Release No. 1506, London, 28 April 1943

"Aeroplanes are no use to anyone on the ground," according to Flight Lieutenant Donald MacLaurin, Engineer Officer of an R.C.A.F. Coastal Command Squadron, whose job is to "keep 'em flying".

"I've been with this squadron for 16 months," said F/L MacLaurin, "and during that time, almost daily reconnaissance and many attacks on enemy shipping off the Dutch and Norwegian coasts have been made. I'm proud of the way my ground crews have kept those aircraft flying."

Throughout these months, this particular squadron of Lockheed Hudsons has always had a very high percentage of its aircraft serviceable and prepared to take off at a moment's notice.

"I swear by Hudsons and the Wright engine," said F/L MacLaurin. "Sometimes an aircraft will come back as full of holes as a colander. We go to work on it immediately, and I have known more than a score of holes patched so rapidly that the aircraft was in the air and the next day on a normal patrol".

The engineer officer gave high praise to Wright Motors. "I have never known one of them to go 'screwy' except from enemy action," he said. "And we've run them hard, too. In action, the boys have had to push their engines often for as much as 20 to 25 minutes at full boost. When we examined them they showed no signs of abnormal wear.

"An extremely rapid repair job was done on one Hudson, which came back badly damaged from a raid on a Nazi convoy, off the Frisian Islands. There were cannon-shell holes all over it. The pilot's cockpit had 40 to 50 of them. An armour-piercing bullet had ripped through the instrument panel, and one bullet had penetrated the seat cushion, wounding the pilot slightly in one leg. We got to work on that Hudson immediately, changing instruments, patching up holes, and generally checking everything. Four days later it was back in service again."

F/L MacLaurin, who comes from Kapuskasing, Ontario, studied engineering at the

University of British Columbia and at the Universities of Washington and Wisconsin.

"I am a chemical and mechanical engineer," he said, "but before the war, I had gone into the administrative side. When war broke out, however, I took an intensive six months' course in aeronautical engineering and came over here."

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MacLEAN, F/O (now F/L) Cornelius (J18373) - **Air Medal with Two Bronze Oak Leaf Clusters** - 9th USAAF - Award effective 10 March 1945 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Born 23 March 1920 in Stellerton, Nova Scotia; home there; enlisted in Toronto, 21 September 1940. Attended No.1 Manning Depot, 21 September to 15 December 1940 and No.1A Manning Depot, Picton, 15 December 1940 to 15 February 1941. To No.1 WS, 27 April 1941; promoted LAC, 27 May 1941; graduated 14 September 1941 and posted next day to No.6 BGS; graduated and promoted Sergeant, 13 October 1941. To No.31 OTU, 26 October 1941. To RAF overseas, 2 November 1941. Promoted Flight Sergeant, 13 April 1942 and WO2, 1 November 1942; posted to Egypt in June 1942. With 81st Medium Bomber Squadron, 12 Group, 9th US Army Air Force, 27 August 1942 to 6 July 1943. Commissioned 3 December 1942. Promoted Flying Officer, 3 June 1943. To Canada, 23 July 1943; served at No.34 OTU, Pennfield Ridge, 13 October 1943 to 15 March 1944 (instructor); at No.5 OTU, Boundary Bay, 13 April to 16 May 1944 (instructor). Promoted Flight Lieutenant, 3 December 1944. With No.164 Squadron, 2 June 1944 to 23 January 1945; with No.168 Squadron, Rockcliffe and overseas, 31 January 1945 to 24 March 1946. Remained in postwar RCAF as aircrew (service number 19937); retired as Flight Lieutenant, 7 February 1965. American award announced in General Order No.2 dated 5 January 1945, Headquarters of USAAF, Middle East, Cairo, "he having participated in 5 operational missions, each of more than 2 1/2 hours duration"

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MacLEAN, FS Donald Arthur (R112723, later J17476) - **Distinguished Flying Medal** - No.617 Squadron - award effective 23 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1187/43 dated 25 June 1943. Born in Toronto, 2 April 1916; home there (teacher after attending University of Toronto and Toronto Normal School). Enlisted there 30 June 1941 and posted to No.1 Manning Depot. To a BGS, 8 August 1941 as guard. To No.5 ITS, 1 September 1941; graduated and promoted LAC, 26 October 1941 but not posted to No.9 AOS until 9 November 1941; to No.1 BGS, 14 February 1942; graduated and promoted Sergeant, 28 March 1942; posted that date to No.2 ANS; graduated 27 April 1942; to "Y" Depot, 28 April 1942; to No.31 OTU, 12 May 1942; to RAF overseas, 23 June 1942. Promoted Flight Sergeant, 1 March

1943. Commissioned 20 April 1943. Promoted Flying Officer, 20 October 1943. Promoted Flight Lieutenant, 20 April 1945. Presented at Buckingham Palace 22 June 1943. Flew two tours. Repatriated, 3 May 1945. Remained in postwar RCAF (armament specialist, 25926); promoted Squadron Leader, 19 June 1951 and Wing Commander, 1 July 1955. RCAF photo PL-19327 (ex UK-4335 dated 30 June 1943) taken following investiture of personnel taking part in famous "Dams Raid"; front row are F/L J.C. McCarthy, Long Island, F/O D.R. Walker of Blairmore, Alberta, W/C Guy Gibson, P/O George A. Deering of Toronto, and P/O H.T. Taerum of Calgary; back row is P/O K.W. Brown of Moose Jaw, Sergeant S. Oancia of Stonehenge, Saskatchewan, and P/O D.A. McLean of Toronto. Photo PL- 19328 (ex UK-4336 dated 30 June 1943) taken on same occasion but different arrangement - front row are Walker, Deering and Taerum; back row are McCarthy, Brown, Oancia and MacLean. NOTE: This was the Dambusters Raid; DSO to F/L J.C. McCarthy, CGM (Flying) to F.S. K.W. Brown, Bar to DFC to F/O D.R. Walker, DFCs to F/O T.H. Taerum and G.A. Deering, DFM also to Sergeant S. Oancia - all with the following citation:

On the night of the 16th May, 1943, a force of Lancaster bombers was detailed to attack the Moehne, Eder and Sorpe dams in Germany. The operation was one of great difficulty and hazard, demanding a high degree of skill and courage and close co-operation between the crews of the aircraft engaged. Nevertheless, a telling blow was struck at the enemy by the successful breaching of the Moehne and Eder dams. This outstanding success reflects the greatest credit on the efforts of the above mentioned personnel who participated in the operation, in various capacities as members of aircraft crew.

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MacLEAN, S/L Donald Cameron (J6286) - **Mention in Despatches** - No.79 Squadron (AFRO gives only "Overseas" as unit) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Born 28 November 1920. Home in Victoria; enlisted in Vancouver, 10 October 1940. To No.2 SFTS (guard), 9 November 1940. To No.1 ITS, 3 January 1941; graduated and promoted LAC, 8 February 1941 but not posted to No.9 EFTS until 21 February 1941; graduated 21 April 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 15 July 1941 when posted to Trenton. Commissioned 16 July 1941. To No.1 BGS, date uncertain; promoted Flying Officer, 15 March 1942; to Eastern Air Command, 27 June 1942. To No.126 Squadron, 1 July 1942. To No.128 Squadron, 19 July 1942. To No.1 "Y" Depot, 14 March 1943; to RAF, 2 April 1943. Promoted Flight Lieutenant, 16 July 1943. Repatriated 22 December 1945. Released 25 February 1946. Rejoined in RCAF Auxiliary, 4 September 1947 with No.424 Squadron, serving until 31 March 1958. Certificate sent 20 June 1949.

As of January 1945 there were at least six RCAF pilots in No.79 Squadron. Press Releases give snippets of information about his operations. One for 9 January 1945., drawn from the

Operational Record Book, described the following:

Flight Lieutenant D.C. MacLean, J6286, Canadian, led six aircraft on a strafing mission to Meitkilla airfield. The strafing run was made from west to east; two aircraft were seen in pens, one Tojo and the other unidentified. Strikes were seen on both aircraft and they are claimed as probably destroyed though they were not on fire when last seen. Another aircraft was seen to the north of these without an engine. Though strikes were seen, no claim is made. It is thought there were other aircraft in the pens, types unknown. Moderate Bofors or low H.A.A. fire was encountered and though one aircraft was holed, it is thought that this was due to a ricochet. The aircraft returned safely and the pilot was unhurt.

It was also mentioned that on 19 January Flight Lieutenant MacLean had led eleven Thunderbolts to bomb Chaunggyi "for the second time today" and stated that only two bombs had fallen outside the target area.

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MacLEAN, F/O Donald Edgar (J89372) - **Distinguished Flying Cross** - No.90 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 25 September 1922, Summerside, Prince Edward Island (farmer, truck driver; in 1941 operated truck and heavy machinery during construction of Summerside airport); enlisted in Charlottetown, 5 November 1941 as Radio Mechanic and posted to No.1 Manning Depot. To Queens University, 8 December 1941. To McGill University, 2 February 1942. To No.1 Manning Depot, 28 February 1942. Remustered to General Duties, 2 March 1942. Promoted LAC, 2 September 1942. To No.1 SFTS, 5 September 1942. Remustered to aircrew and posted to No.1 ITS, 23 January 1943; graduated 2 April 1943 and posted next day to No.7 EFTS; graduated 28 May 1943 and posted next day to No.6 SFTS; graduated and promoted Sergeant, 17 September 1943, To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, 8 October 1943 (date of embarkation from New York). Disembarked in Britain, 16 October 1943. To No.18 (Pilots) AFU, 2 November 1943 (Oxford aircraft, 33 hours 45 minutes before BAT Flight and 33.40 after BAT Flight). Attached to No.1513 Beam Approach Training Flight, 3-13 January 1944 (Oxfords, 16.05). To No.12 OTU, 22 February 1944 (Wellingtons, 77 hours). To No.31 Base, 10 May 1944. Detached to Methwald, 19-26 May 1944. Attached No.1653 Conversion Unit, 26 May 1944 (Stirlings, 43 hours); attached to No.3 Lancaster Finishing School, 13-23 July 1944 (Lancaster, twelve hours); to No.90 Squadron, 23 July 1944 (Lancaster, 181 hours 15 minutes). Commissioned 10 September 1944. Repatriated 7 February 1945. Promoted Flying Officer, 10 March 1945. Retirement date uncertain. Award presented in New Brunswick, 21 December 1949. Attended University of New Brunswick, 1946-1949 (Civil Engineering); in summers worked for Department of Public Works (Prince Edward Island) and city of Fredericton. Rejoined RCAF, Construction Engineering Branch, 9 May 1952 (48642). To No.1 Officer School, London, 1 June 1952. To AFHQ, Ottawa, 9 August 1952 (Architectural

Branch, Construction and Engineering). Promoted Flight Lieutenant, 1 January 1956. Retired 1 September 1956. Died in Charlottetown, February 1986 as it was reported (with no specific date) in **Legion Magazine** of May 1986. No citation other than "completed ...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9050 has recommendation dated 20 December 1944 when he had flown 34 sorties (166 hours 16 minutes); sortie list identical to that of P/O R.G. Clarke and WO J.J. Williams.

* denotes daylight sortie

7 August 1944 - Mare de Magne (3.55)
9 August 1944 - Fort d'Englos (2.38)
11 August 1944 - Lens (3.24)*
14 August 1944 - Hamel (3.58)*
16 August 1944 - Stettin (8.00)
18 August 1944 - Bremen (5.08)
25 August 1944 - Russelheim (8.29)
5 Sept 1944 - Le Havre (3.55)*
6 Sept 1944 - Le Havre (3.35)*
10 September 1944 - Le Havre (4.16)
11 September 1944 - GARDENING, Pomeranian Bay (7.09)
12 September 1944 - Frankfurt (6.32)
23 September 1944 - Neuse (4.22)
24 September 1944 - Calais (2.30)*
27 September 1944 - Calais (2.29)*
4 October 1944 - GARDENING, Kattegat (7.39)
5 October 1944 - Saarbrücken (5.23)
7 October 1944 - Klieve (4.00)*
14 October 1944 - Duisburg (4.57)
14 October 1944 - Duisburg (4.51)*
19 October 1944 - Stuttgart (5.54)
22 October 1944 - Neuse (4.16)*
2 November 1944 - Homberg (4.16)*
4 November 1944 - Solingen (4.36)*
5 November 1944 - Solingen (4.52)*
6 November 1944 - Koblenz (5.37)
8 November 1944 - Homberg (4.21)*
15 November 1944 - Dortmund (5.22)*
16 November 1944 - Heinsberg (3.49)*
20 November 1944 - Homberg (4.42)*
21 November 1944 - GARDENING, Oslo (7.08)

26 November 1944 - Fulda (5.33)*

28 November 1944 - Neuse (4.40)

5 December 1944 - Schwammanauel Dam (4.10)*

At all times this officer has displayed a cheerful disregard of his own personal safety in the fulfilment of his task of pressing home every attack to a successful conclusion. Never has he failed to make the utmost endeavour to attack his target, even in the face of intense opposition, and his outstanding pilotage and general airmanship have on several occasions been instrumental in bringing his aircraft and crew in safety to base. As the leader of his crew he has, by his own personal example, quiet humour and cool courage, succeeding in moulding his crew into an efficient operational unit, losing no opportunity to improve their knowledge and performance. This young officer's contribution to the war effort has been one of considerable magnitude, involving a high degree of unselfish and unswerving devotion to duty. I recommend the award of the Distinguished Flying Cross.

Notes: On repatriation form dated 23 January 1945 he stated he had flown 34 sorties (166 hours 30 minutes), the last on 5 December 1944; also 215 hours 30 minutes training and 14 hours 45 minutes "Miscellaneous Flying Time."

Report on course at No.1 Officer School, 14 July to 8 August 1952 - "Flying Officer McLean has had sufficient experience in civilian life as a supervisor to realize the realities of life and thus has been able to accommodate his reasoning to Service lines. A certain bluntness may leave one with the erroneous impression that he is not interested. He has proved himself to have the courage of his convictions and will stick stubbornly to a task until it is completed, Flying Officer Maclean should prove to be a capable officer."

Assessed 16 December 1955 - "Has accepted considerable responsibility as senior in the runway construction and maintenance section and has represented the directorate on Airdrome Development Project Committee creditably." (W/C J.D. Shannon).

Training: Course at No.1 ITS was 25 January to 2 April 1943. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 715 out of a possible 1,000 points, Placed 59th in a class of 64. "A reliable airman but handicapped by inadequate education. Service spirit and deportment good. Second Aircrew Recommendation - Air Bomber."

Course at No.7 EFTS was 5 April to 28 May 1943. Tiger Moth aircraft - 29 hours 50 minutes day dual (ten hours dual to first solo), 29.45 day solo, one hour night dual. Was 8.05 on

instruments; logged ten hours in Link. "This student has a tendency to rely too much on his instructor's judgement in the air, lacks self confidence. Discipline good - Link 65 percent." (S/L G.A. Tambling, Chief Flying Instructor). Ground courses in Navigation, Airmanship, Armament (written), Aircraft Recognition and Signals (practical). Scored 468 out of possible 700 points, placed 17th in a class of 20.

Course at No.6 SFTS was 31 May to 17 September 1943. Harvard aircraft - 7.45 day dual to first day solo, total 79.00 day dual and 57.55 day solo. Was 14.10 in formation and 35.30 on instruments. Flew 1.15 night dual to first night solo, total nine hours night dual, eleven hours night solo. Logged 25 hours in Link. "Flying good average - forgetful at times." Air work assessed under following heads - General Flying (205/300), Instrument Flying (134/200), Navigation (95/150), Armament (93/150), Night Flying (70/100), Formation (35/50) and Link (38/50), Ground courses in Airmanship (134/200), Armament (137/200), Navigation (112/200), Signals (121/200), Aircraft Recognition (64/100) and Meteorology (78/100).

Course at No.18 (Pilots) AFU was 23 November 1943 to 24 February 1944. Oxford aircraft - four hours day dual to first day solo, total 19.45 day dual and 27.50 day solo (50 minutes in formation); 2.45 night dual to first night solo, total 4.50 night dual, 7.45 night solo. Also logged 15.10 in Link, Flying assessed as follows - General Flying (240/400), Applied Flying (130/200), Instrument Flying (160/250), Night Flying (60/100), and Link (30/50). "Has worked hard to finish a good average pilot who should become a useful captain of crew."

At No.1513 Beam Approach Training Flight, 4-17 January 1944. Oxford aircraft - 16 hours five minutes (all instrument and beam flying) plus eight hours in Link. Graded in Beam Approach Procedure and "Q" Codes, Link (110/200), Receiver Operation (65/100), Instrument Flying (170/250), Cloud and Night Flying (170/250) and General Application of Beam Approach Procedure (115/200), "Instrument Flying average. Quite steady and has no outstanding faults, A little slow in grasping procedure but made satisfactory progress, Should prove capable of using system in an emergency."

Course at No.12 OTU was 22 February to 19 May 1944 (note apparent overlap with AFU). Wellington aircraft - 5.15 day dual to first day solo, total 12.15 day dual and 23.25 day solo; 3.00 night dual to first night solo, total 6.05 night dual, 35.15 night solo. Was 7.15 on instruments. Also logged 12.35 in Link, Flying assessed as follows - General Flying (240/400), Applied Flying (110/200), Instrument Flying (125/250), Night Flying (50/100), and Link (27/50). Ground courses in Airmanship (238/300), Armament (231/300), Navigation (130/200), Signals (74/100) and Meteorology (80/100). "Good average pilot and captain with good crew. All keen and work well together under the captain. Captain rather a quiet type and perhaps not quite sufficiently self assertive but should improve steadily in this respect."

Course at No.1653 Conversion Unit was 26 May to 13 July 1944. Flew 24 hours 45 minutes by day and 19 hours 20 minutes by night. These included Day Cross Country with Air Firing and Bombing (4.35), Day Cross Country with Loaded Climb (5.30), Night Cross Country and Bullseye (3.15, early return), Day Fighter Affiliation (3.3), Night Fighter Affiliation (5.40). "Very keen and smart captain with good control of his crew, Navigator slightly above average. Engineer good and whole crew formed a sound team."

Course at No.3 Lancaster Finishing School was 13 July to 23 July 1944. Full crew identified - R112294 Sergeant D.E. MacLean, R190620 Sergeant J.J. Williams (navigator, later DFC), R165365 Sergeant R.G. Clarke (bomb aimer, later DFC), 1825516 Sergeant J. Wright (flight engineer), 2206841 Sergeant F. Friak (WOP), 1644287 Sergeant F. Barnes (air gunner) and 1196333 Sergeant D.A. Love (mid-upper gunner). They flew 2.55 day dual, 2.45 day solo, 2.00 night dual, one hour night; also 3.20 "special exercise" - did a loaded climb and a fighter affiliation exercise, MacLeod did an instrument flying check. Flight Commander Assessed him as follows - "Average pilot, had difficulty at first with approach and landing. Fighter affiliation very good." Engineer Leader assessed him as follows - "GROUND - Knowledge of checks, drills and engine handling only fair. Layout, systems, and general knowledge average. AIR - Cooperation between himself and Engineer average. Checks and drills should be improved greatly."

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MacLEAN, F/L Donald Hector (J19336) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 22 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 9 January 1920 in Sparling, Manitoba; home there (farming) and store clerk; enlisted in Winnipeg, 27 June 1941. To No.2 Manning Depot, 31 August 1941, Brandon (tents in Exhibition Grounds). To No.5 Personnel Holding Unit, Paulson., 24 October 1941. To No.10 SFTS (guard), 20 December 1941. To No.7 ITS, 17 January 1942; graduated and promoted LAC, 11 April 1942 after having being set back by a bout of scarlet fever; posted that date to No.16 EFTS; may have graduated 19 June 1942 after being delayed by mumps; not posted to No.7 SFTS until 4 July 1942; injured 23 October 1942 after a night flying crash that left him unconscious for three days. Graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 1 January 1943. To RAF overseas, 6 January 1943. To No.14 (P) AFU, 14 April 1943 (Oxfords). Promoted Flight Sergeant, 18 June 1943. Commissioned 30 October 1943. To OTU at Stratford-on-Avon, after which he went to No.419 Squadron. Flew 36 sorties (the first two as second pilot), the last on 15 June 1944. Subsequently an instructor. Promoted Flying Officer, 30 April 1944. Promoted Flight Lieutenant, 1 May 1944. Repatriated by air, 18 June 1945. To Greenwood, 31 July 1945. Retired 7 September 1945. DFC presented 9 April 1949. Postwar he studied Agriculture, worked as a field representative for Federated Co-Op and Red River Co-Op, then farmed from 1953 to 1960. Extensive biography in **Manitoba Beaver** (Beausejour, Manitoba), 28 April 1993, provided courtesy of Master Warrant Officer J. Bill Dalke, Victoria,

British Columbia. Died 29 October 2000 in Beausejour, Manitoba, as per **Legion Magazine** of March 2001.

This officer has completed many sorties. He has at all times displayed the greatest determination in pressing home his attacks and his gallant example has greatly inspired his crew. He is an outstanding captain and his services have been of great value.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has recommendation by W/C W.P. Pleasance dated 28 June 1944 when he had flown 36 sorties (215 hours 25 minutes), 26 July 1943 to 15 June 1944, as follows:

Flight Lieutenant MacLean has completed a tour of operations which included many attacks on the main German targets. During his tour he has displayed outstanding Captaincy and a burning desire to attack the enemy.

On the night of March 4th, when detailed for mine laying in Brest Harbour, his rear turret became unserviceable but, despite this, he carried on to the Gardening area. On approaching the target, his aircraft was attacked by an enemy night fighter but this was successfully evaded. Later his aircraft was coned by searchlights but he proceeded to the Gardening area and dropped his mines as briefed.

During his whole tour Flight Lieutenant MacLean has shown outstanding gallantry and devotion to duty, and the example he has set, in my opinion, fully merits the immediate award of the DFC.

The sortie list (on Halifaxes to 12 April, Lancasters thereafter) was as follows:

26 July 1943 - North Sea dingy search (4.45 in a Wellington)
27 September 1943 - Hanover (5.50, second pilot)
29 September 1943 - Bochum (5.35, second pilot)
3 October 1943 - Kassel (7.20)
4 October 1943 - Frankfurt (7.45)
8 October 1943 - Hanover (5.30)
22 October 1943 - Kassel (6.20)
26 November 1943 - Stuttgart (8.05)
20 December 1943 - Frankfurt (7.20)
29 December 1943 - Berlin (8.10)
4 January 1944 - Gardening, Bay of Biscay (7.55)

21 January 1944 - Magdeburg (6.40)
28 January 1944 - Berlin (7.55)
2 February 1944 - Gardening, Kiel Canal (6.10)
19 February 1944 - Leipzig (7.45)
22 February 1944 - Gardening, Heligoland Bight (2.55, recalled)
24 February 1944 - Gardening, Kiel Bay (4.40)
25 February 1944 - Gardening, Kiel Bay (5.55)
2 March 1944 - Meulan-les-Meureaux (5.10)
4 March 1944 - Gardening, Brest (6.10)
16 March 1944 - Amiens (6.30)
22 March 1944 - Gardening, Kiel Bay (6.40)
23 March 1944 - Laon (6.30)
26 March 1944 - Courtrai (5.20)
29 March 1944 - Paris (6.15)
30 March 1944 - Gardening, Heligoland (5.35)
9 April 1944 - Lille (5.20)
10 April 1944 - Ghent (4.30)
12 April 1944 - Gardening, Heligoland (4.50)
19 April 1944 - Sea search (4.25)
1 May 1944 - St. Ghislain (4.20)
10 May 1944 - Ghent (4.55)
12 May 1944 - Louvain (4.30)
24 May 1944 - Aachen (5.20)
4 June 1944 - Calais (3.25)
5 June 1944 - Merville (4.55)
15 June 1944 - Boulogne (4.15, daylight)

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MacLEAN, S/L Donald James (C4004) - **Air Force Cross** - No.1 Flying Instructor School - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Chicago, Illinois, 16 March 1918 (RCAF press release announcing award); educated in New Brunswick (St. Joseph's and St. Martin's Separate Schools); employed prewar with Mara Bread Limited. Enlisted in London, Ontario, 22 February 1940 as Sergeant Pilot and posted to Trenton. Commissioned 12 February 1941 with rank of Flying Officer. To No.1 EFTS, 16 March 1942. Promoted Flight Lieutenant, 15 June 1942. To No.1 Training Command, 5 July 1942. To No.12 EFTS, 30 August 1942. To No.14 SFTS, 28 December 1942. To No.1 Flying Instructor School, 22 August 1943. To No.3 Training Command, 31 January 1944. To No.1 Flying Instructor School again, 8 March 1944. Promoted Squadron Leader, 1 October 1944. To Central Flying School, Trenton, 31 January 1945. Retired 21 February 1946. Award presented

27 January 1946. Rejoined as pilot, 20 August 1950 in rank of Flight Lieutenant (46092); still serving as of 1955. No citation in AFRO or biographical file. DHist file 181.009 D.1721 (PAC RG.24 Vol.20606) has recommendation dated 20 December 1944 when he had flown 1,995 hours, of which 1,850 were instructional hours and 175 hours flown in past six months. Credited with one trans-Atlantic delivery flight.

Squadron Leader MacLean, since joining the RCAF in February 1940, has been employed as a flying instructor for 51 months, and has held the position of Deputy Flight Commander, Flight Commander, and for the past eleven months has been an Examining Officer at the unit. He has also been employed at No.1 Training Command or TF.2 [?] for the past two and one half months and Chief Supervisory Officer at No.12 Elementary Flying Training School, Goderich, Ontario for six months. Squadron Leader MacLean has shown exceptional keenness for his job and has made a great contribution to the efficiency of No.1 Flying Instructor School. During his career he has rendered extremely devoted and valuable service as Flying Instructor and Examining Officer.

Governor General's Records (RG.7 Group 26 Volume 59, file 190-I, dossier 7) has citation, which differs slightly from the above.

Squadron Leader MacLean has been employed as a flying instructor for fifty-one months and has held the positions of deputy flight commander, flight commander, and for the past eleven months of examining officer at this unit. This officer has shown exceptional keenness for his job and has made a great contribution to the efficiency of No.1 Flying Instructor School. During his career he has rendered extremely devoted and valuable service as flying instructor and examining officer.

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MacLEAN, F/L Gordon Stewart (C39197) - **Mention in Despatches** - No.3 Repair Depot) - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 22 May 1920. Home in Vancouver; enlisted there 7 July 1941 as Clerk (General) and posted to No.1 Manning Depot. To Trenton, 19 July 1941. To "B", 30 August 1941. Promoted AC1, 7 October 1941. Promoted LAC, 1 April 1942. Promoted Corporal, 1 August 1942. Promoted Sergeant, 1 January 1943. To No.2 RDF/MU, 28 April 1943. Reverted to Corporal, 1 May 1943. To No.3 RD, 30 August 1943. To No.1 Officer School, 10 November 1943. Commissioned with effect from 11 November 1943 in "N.L.S." Branch, which may provide a clue to his postings. To No.3 Training Command, 9 December 1943. To Western Air Command, 21 April 1944. To No.3 RD, 26 April 1944. Promoted Flying Officer, 11 May 1944. Promoted Flight

Lieutenant, 1 December 1944. To No.7 Reserve Equipment and Maintenance Unit, 1 November 1945. Retired 6 May 1946. NOTE: It is hard to square the citation to the unit. Although AFRO and DHist documents agree that it is No.3 **Repair Depot**, the citation suggests a **Repatriation** unit.

This officer, by his devotion to duty, has been an inspiration at all times to those that serve under him. His quiet, efficient and capable handling of the huge drafts of Australians and New Zealanders has been favourably commented on by the United States Transit Board, and the Australian Air Mission. His keen common sense and business acumen has been of inestimable value to the Royal Canadian Air Force.

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MacLEAN, WO1 Harold (Can 392) - **Member, Order of the British Empire** - No.2 Air Command Headquarters - Award effective 14 June 1945 as per **London Gazette** of that date, **Canada Gazette** dated 16 June 1945 and AFRO 1127/45 dated 6 July 1945. Born in Victoria, 2 May 1915 (RCAF press release announcing award and obituary notice); educated there. Clerk/steno before joining RCAF. Enlisted in Vancouver, 4 August 1938. Promoted Corporal, 15 December 1939. Promoted Sergeant, 15 June 1940. Promoted Flight Sergeant, 1 October 1940. To No.3 BGS, 29 March 1941; to No.5 BGS, 14 May 1941; to No.7 BGS, 28 May 1941; promoted WO2, 1 October 1941; to No.9 BGS 22 November 1941; posted overseas 24 September 1942; promoted WO1, 1 October 1942; repatriated 14 February 1944; to No.4 Training Command 15 June 1944; to No.2 Air Command, November 1944; released 30 October 1945. Clerk (Administration). Medal sent by registered mail. After the war he completed his BA in Honours Chemistry and Physics (Governor General Gold Medal as top student at University of British Columbia, 1947 and other awards) he took a Masters Degree in organic chemistry (1948). He went on to a 26 professional career at the Western Forest Products Laboratory. Subsequently active in Vancouver and White Rock community work. Died in Victoria, November 2007 (Memorial Service scheduled for 21 November 2007).

Warrant Officer MacLean, throughout his services in Canada and the United Kingdom, has displayed an unusual degree of initiative and skill which, combined with his untiring devotion to duty, has resulted in outstanding and meritorious service. He has set a high standard of efficiency in his work and through his painstaking efforts has set a high example to all those with whom he has served.

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MacLEAN, F/L John Angus (C1107) - **Distinguished Flying Cross** - No.405 Squadron - Award

effective 29 September 1942 as per **London Gazette** dated 16 October 1942 and AFRO 1731/42 dated 30 October 1942. Born 15 May 1914 in Lewis, Ontario; home in Beaton Mills, Prince Edward Island. Graduate of Mount Allison University and also attended University of British Columbia. Active in pre-war militia. Enlisted 9 September 1939 in Vancouver. Trained at Halifax Aero Club, Trenton and Camp Borden. Went on to instruct at No.7 SFTS, Macleod, Alberta (24 January 1941 to 11 February 1942; promoted Flight Lieutenant, 1 August 1941. To RAF overseas, 17 February 1942. Further trained at No.27 OTU (17 March to 16 April 1942). To No.405 Squadron, 16 April 1942. Missing, 8 June 1942; safe in UK 10 September 1942. On strength of No.41 Group, 12 October 1942 to 26 March 1943 (promoted Squadron Leader, 1 January 1943), and then to RCAF Overseas Headquarters. Repatriated to Canada, 22 May 1943; on strength of Test and Development Establishment, Rockcliffe, 23 June 1943 to 17 May 1945 (promoted Wing Commander, 1 March 1944). To United Kingdom again, 16 October 1945 for duty with Missing Research and Inquiries Service. Repatriated 3 August 1947 and posted to No.10 Group. Retired 15 November 1947. Active in postwar reserve, he was awarded the Queen's Coronation Medal (February 1954). Postwar Member of Parliament, Cabinet Minister, and Premier of Prince Edward Island. Died at Belle Creek, Prince Edward Island, 15 February 2000.

One night in September, Flight Lieutenant MacLean was captain of an aircraft engaged in an attack on a target in the Ruhr. During the bombing run heavy anti-aircraft fire was encountered. The aircraft sustained damage, the aileron became jammed, and when another shell burst immediately below the port wing the aircraft turned on its back and went into an inverted spiral dive. Flight Lieutenant MacLean recovered control of the aircraft and released his bombs on the target. On the return flight the aircraft was attacked from below by an enemy fighter. Further damage was sustained. Shortly afterwards both the port engines failed, as the fuel system had been shot away. Despite great efforts on the part of Flight Lieutenant MacLean the bomber eventually became completely uncontrollable and both he and his crew were compelled to leave it by parachute. Throughout this hazardous operation this officer displayed great gallantry, fortitude and devotion to duty.

MacLEAN, F/L John Angus (C1107) - **Mention in Despatches** - No.405 Squadron - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Shot down 8/9 June 1942 during raid on Essen but later reported safe in England, 10 September 1942. No citation in Canadian sources. Public Records Centre Air 2/5684 has recommendation.

The above officer was the captain of the crew of an aircraft which was shot down over Holland on 8th June 1942 while returning from a raid on Essen.

Although his back was injured on landing and despite the loss of one boot he evaded capture and immediately started his journey southwards.

Finding he was leaving a trail of foot prints behind him he rounded up some cattle and drove them before him to obliterate all traces of his route, and obtained sustenance by milking them.

A period of hiding followed after which he made for the Belgian frontier, crossing this by attaching himself to an old woman pushing a pram cart over a bridge.

By now his back injuries compelled him to go once more into hiding and obtain treatment. Upon recovery he succeeded in passing into France, finally reaching Spain, when he was repatriated on 29th August 1942.

NOTE: Public Record Office WO 208/3310 has his MI.9 report of evasion, noting he had left Gibraltar on 29 August 1942 and arrived at Gourock, 8 September 1942.

I was pilot of an aircraft which left Pockington, Yorkshire about 2300 hours on 8 June 1942 to bomb the Krupp works at Essen. The aircraft was damaged by flak over the target and was later shot down by a night fighter and we all baled out. The other members of the crew were:-

F/O J. Wernham (navigator)
Sergeant Kerr, William (wireless operator)
Sergeant Shields (engineer)
Sergeant Forbes (bomb aimer)
Sergeant Olsen (rear gunner) and
Sergeant Porter (mid gunner)

I was informed later by Dutch people that F/O Wernham, Sergeant Shields, Sergeant Forbes and one other Sergeant were captured about 0600 hours on 9 June after having been betrayed by a Dutch boy. The Dutch stated that the two other Sergeants escaped from the area to Rotterdam on a lorry and that one of the captured Sergeants had an injured leg. As far as I know all the crew were uninjured when they left the aircraft. I did not find any of them after landing.

I myself landed about 0400 hours on 9 June about one a half kilometres south of Zaltbommel (Holland), a town to the north of s'Hertogenbosch on the railway to Utrecht and Amsterdam. The aircraft had been fairly low when I baled out and

my parachute opened just in time. I landed flat and injured my back. The aircraft crashed 150 yards away in the next field. The aircraft was burning, and my first thought was to destroy my equipment on the fire, but I saw objects running round the fire, so I threw my parachute and Mae West into an irrigation ditch and put clods of earth on top of them. I was near a railway with a small canal running parallel, and I had to follow the canal for a half a kilometre before I could cross it by a road bridge. I continued along the road at right angles to the canal. I had lost a flying boot when I baled out and walking was difficult. After a short distance I saw an orchard, for which I made. The grass fields were wet with dew, and I was leaving a trail behind me. I rounded up some cows and drove them before me so that my foot-prints would not be visible. After crossing the field I milked a cow, drank the milk, and went to sleep under a hedge round the orchard. Although I had walked considerably further, I was still only about a mile in a straight line from the crashed aircraft. I woke about noon, but, as there were workers in the field, I remained under the hedge all afternoon. I got out my silk map and managed to pin-point what I thought was my position.

About 1900 hours I saw two girls picking strawberries in a garden near me and went over and spoke to them. They were delighted when they realised I was a British airman. They showed my position on the map, and their brother brought me a bottle of ersatz coffee. Their grandfather then arrived and wanted to take me with him. I was rather dubious, as he seemed to be talking angrily to the girls. One of them, who understood my broken German, assured me that he was merely cross with them for having talked to me too openly. The old man gave me ten gulden and took me across fields and along side-roads for three or four miles to another orchard. On the way we met several people, and eventually I was accompanied by about a dozen Dutchmen. A boy on a bicycle patrolled back and forward on the road. When he reported the approach of two Germans I was hidden in a small outhouse with a goat. After a bit the old Dutchman returned and took me to an orchard nearby. There was a young man with him and he told me to remain in the orchard till next evening when clothes would be brought to me.

I stayed in the orchard, which was north-west of Kerk Driel, till about 1300 hours next day (10 June). During the forenoon two labourers came to cut grass and I spoke to one of them, who gave me some lunch and water. As none of my previous helpers came near me, I set off alone, still wearing my flying kit and one boot. I made my way across country along hedges and ditches for three or four kilometres till I reached a small farmhouse on the edge of a group of houses near Veld Driel. I hid in some tall grass and an old farmer came from the house

towards me. I let him find me and he hid beside me in the grass and talked to me. He fetched me hot milk, and old suit of clothes, and a pair of shoes from the house.

I then set off towards the main road. My difficulty was to get out of the district in which I had come down and which was practically an island. I went to the village of Hedel and got onto the main road. I walked through the village, and at the last house saw one man in the yard. I went in to speak to him, but there were a number of people there and I was chased off. I said I was going to Zambommel, and once I had got clear of the village I hid in some bushes for about three hours, during which time three Germans passed separately on motorcycles. I thought they might have been searching for me, though they were perhaps only Despatch Riders. I then went on to an isolated signal box on the railway line. There was only one man in the box and I tried to explain to him that I wanted to jump a freight train and get off the island. I could not make him understand me clearly, and probably he thought I wanted to know whether passenger trains stopped there. I did, however, manage to gather that while there were German guards on the railway bridge, there were none on the road bridge. I had just got back to the road when a freight train going south stopped at the signal box, but it was too late for me to try to get on to it.

I decided to chance the road bridge and walked back through Hedel. The ordinary road bridge had been blown up and there was a pontoon bridge, and I could not see whether or not the bridge was guarded. As I went across the approach I could see a large group of people and a Dutch policeman. Shuffling alongside a woman who was pushing a baby carriage, I went up to the group and found the centre section of the bridge was open to allow a boat to go through. The policeman was on the opposite side of the gap. When the bridge was closed we all trooped across, and the policeman did not stop anyone.

I continued walking alongside the woman and several German officers in cars passed me, going north. To avoid s'Hertogenbosch I took a turning to the right, but the road reached a small river which I could not cross, and then turned again back to the main road. On the river I saw a houseboat, on the deck of which were an old woman and a young man. After making sure that the road was clear and that there was no telephone, I went to the houseboat. When they realised who I was, they took me in, gave me food and a bed, and offered to keep me indefinitely. As my back was hurting severely I accepted their offer and remained on the houseboat from 10 June to 18 July.

During this time my hosts got in touch with an organisation which arranged for my journey to this country.

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MacLEAN, P/O Kenneth Norman (J89792) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 6 July 1906 in Fort William, Argyleshire, Scotland; home in Turner Valley, Alberta (clerk and teller, Royal Bank); enlisted in Calgary, 1 December 1942. To No.3 Manning Depot, 29 April 1943. To No.4 ITS, 11 July 1943; to No.1 Air Gunner Ground Training School, 3 September 1943; graduated and promoted LAC, 16 October 1943 when posted to No.9 BGS; graduated and promoted Sergeant, 26 November 1943; to "Y" Depot, 10 December 1943. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944. Commissioned 8 September 1944. Repatriated 13 August 1945. Retired 30 October 1945. Presented with medal in Calgary, 9 July 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.1941 (RG.24 Vol.20612) has recommendation by W/C M.W. Gall dated 24 January 1945 when he had flown 30 sorties (176 hours 15 minutes), 5 August 1944 to 6 January 1945.

As an air gunner, Pilot Officer MacLean has displayed exceptional skill, courage and initiative. His ability to think quickly and clearly in an emergency proved of inestimable value to his pilot and contributed in a large measure to the operational efficiency of his crew and to their completion of a successful tour. His quiet, cheerful confidence inspired a high degree of morale in his crew and his devotion to duty was an inspiration to all.

On the ground Pilot Officer MacLean showed fine leadership, great co-operation and exceptional administrative qualities and acted as Deputy Gunnery Leader with unqualified success. His manner and example did much to build up the section to the betterment of the squadron.

The sortie list was as follows:

5 August 1944 - St. Leu (5.55)
7 August 1944 - Mer de Magna (5.00)
8 August 1944 - Foret de Chantilly (5.40)
9 August 1944 - Coulonvillieres (4.00)
10 August 1944 - La Pallace (7.05)
12 August 1944 - Falaise (3.55)

14 August 1944 - Falaise (4.30)
15 August 1944 - Soesterburg (3.50)
16 August 1944 - Stettin (8.20)
18 August 1944 - Bremen (6.45)
25 August 1944 - Russelheim (9.10)
12 September 1944 - Dortmund (4.50)
14 September 1944 - Wilhelmshaven (3.50, recalled)
15 September 1944 - Kiel (6.15)
18 September 1944 - Domburg (3.30)
19 September 1944 - Domburg (2.10, recalled)
20 September 1944 - Calais (3.25)
25 September 1944 - Calais (4.30)
26 September 1944 - Calais (4.05)
27 September 1944 - Bottrop (5.10)
28 September 1944 - Cap Gris Nez (4.35)
4 October 1944 - Bergen (6.10)
6 October 1944 - Dortmund (6.50)
14 October 1944 - Duisburg (5.45)
14 October 1944 - Duisburg (5.40)
18 November 1944 - Munster (5.25)
21 November 1944 - Castrop (7.00)
27 November 1944 - Neuss (6.20)
15 December 1944 - Ludwigshaven (6.10)
21 December 1944 - Cologne (6.25)
5 January 1945 - Hanovet (6.15)
6 January 1945 - Hanau (6.55)

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MacLEAN, F/L Ralph Spencer (J17712) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 10 January 1944 as per **London Gazette** dated 18 January 1944 and AFRO 410/44 dated 25 February 1944. Born in Amherst, Nova Scotia, 24 December 1919; home in Summerside, Prince Edward Island; became a licensed plumber and electrician. Enlisted in Charlottetown, 19 October 1940 as Aero Engine Mechanic. To Technical Training School, 6 December 1940. Promoted AC1, 26 April 1942. To No.4 SFTS, 30 April 1941. Promoted LAC, 26 July 1941. To "Y" Depot, 17 January 1942. To RAF overseas, 9 February 1942. Promoted Corporal, 1 August 1942. Commissioned 1943. Overseas he took a course on Merlin engines, then became a flight engineer, remustering as of 23 September 1942 (promoted Sergeant that date). Commissioned 5 May 1943. Promoted Flying Officer, 12 August 1943. Flew two tours, ultimately completing 55 sorties. Repatriated 15 June 1944. To Flight Engineer School, 8 August

1944 as instructor. Promoted Flight Lieutenant, 24 August 1944. To No.1 Release Centre, 11 April 1945. Retired 24 April 1945. Award presented 5 July 1945. He joined Empire Brass Manufacturing as a pricer and was selected for sales management training. Transferred in March 1946 to Vancouver with responsibilities for that city and the interior of British Columbia. Became branch manager in Sudbury (September 1949) and then Winnipeg (June 1953). Promoted vice-president of marketing and eastern manager, June 1961 which took him to Toronto. To London in September 1969 as vice-president, Supply Division, EMCO. Retired in December 1984. He had taken out a private pilot's license in 1975 and spent much time flying a Cessna 180. Died in Toronto, 22 September 2004. 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 2/9153 has recommendation dated 23 November 1943 when he had flown 44 sorties (386 hours 42 minutes).

16 November 1942 - Anti-sub patrol (6.30)
20 November 1942 - do. (12.00)
23 November 1942 - do. (11.00)
26 November 1942 - do. (11.45)
29 November 1942 - do. (11.45)
6 December 1942 - do. (9.45)
9 December 1942 - do. (9.10)
13 December 1942 - Convoy escort (7.44)
17 December 1942 - Anti-sub patrol (7.45)
20 December 1942 - do. (10.10)
24 December 1942 - do. (9.00)
14 January 1943 - do. (9.10)
19 January 1943 - do. (3.20)
26 January 1943 - Bordeaux (3.15)
3 February 1943 - Anti-sub patrol (9.45)
8 February 1943 - do. (9.45)
17 February 1943 - do. (9.20)
21 February 1943 - do. (11.30)
24 February 1943 - do. (10.25)
27 February 1943 - do. (10.30)
11 March 1943 - Stuttgart (8.10)
12 March 1943 - Essen (4.30)
22 March 1943 - St.Nazaire (6.14)
26 March 1943 - Duisburg (4.55)
27 March 1943 - Berlin (7.57)
29 March 1943 - Berlin (4.20)
3 April 1943 - Essen (4.25)

4 April 1943 - Kiel (5.36)
30 April 1943 - Essen (5.13)
4 May 1943 - Dortmund (3.18)
12 May 1943 - Duisburg (4.15)
13 May 1943 - Bochum (5.10)
25 May 1943 - Dusseldorf (4.05)
21 June 1943 - Krefeld (3.45)
28 June 1943 - Cologne (4.33)
13 July 1943 - Aachen (5.04)
15 July 1943 - Montbeliard (7.15)
9 August 1943 - Mannheim (5.33)
10 August 1943 - Nuremburg (7.19)
12 August 1943 - Turin (7.46)
16 August 1943 - Turin (8.00)
17 August 1943 - Peenemunde (7.36)
23 August 1943 - Berlin (6.46)
31 August 1943 - Berlin (6.49)
3 September 1943 - Berlin (7.43)
5 September 1943 - Mannheim (5.44)
6 September 1943 - Munich (7.14)
22 September 1943 - Hanover (5.05)
27 September 1943 - Hanover (4.16)
2 October 1943 - Munich (7.23)
3 October 1943 - Kassel (5.10)
7 October 1943 - Stuttgart (5.50)
9 October 1943 - Hanover (4.34)
18 October 1943 - Hanover (4.45)
17 November 1943 - Mannheim (4.47)

Flight Lieutenant MacLean has completed 44 operational sorties against most of the enemy's most heavily defended targets. On all occasions he has displayed skill and determination of the highest order. His exceptional keenness and devotion to duty have been an inspiration to the squadron and he has carried out the duties of Squadron Flight Engineer Leader with marked success. Flight Lieutenant MacLean is strongly recommended for the award of the Distinguished Flying Cross.

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MacLEAN, F/O (now F/L) William Mair (J12044) - **Air Medal (United States)** - 11th USAAF -

Award effective 27 August 1943 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Born 11 August 1917 in Campbellton, New Brunswick; home there; enlisted in Montreal, 22 July 1941. To No.5A Manning Depot, 1 September 1941. To No.3 ITS, 10 October 1941; graduated and promoted LAC, 21 November 1941 when posted to No.21 EFTS; graduated 31 January 1942 when posted to No.9 SFTS; graduated and commissioned, 5 June 1942. To No.14 (Fighter) Squadron, 14 June 1942. Promoted Flying Officer, 5 December 1942. Served in Aleutian campaign. To "Y" Depot, 2 November 1943. Taken on strength of No.3 PRC, 15 November 1943. Promoted Flight Lieutenant, 5 June 1944. Repatriated 2 August 1945. Retired 21 September 1945; living in Campbellton, 1947. Resumed career with the Royal Bank of Canada (42 years), Died in Richmond, British Columbia, 8 May 2006. See Cochand for details; flights were 1 April to 13 August 1943.

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MACLEAN, S/L William Norwood Ferguson (C3228) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Enlisted in Toronto 9 December 1940 as Administrative Officer. At AFHQ as of 19 January 1941. Promoted Flight Lieutenant, 1 July 1941. Promoted Squadron Leader, 9 July 1942. To "Y" Depot, 11 October 1942. To RCAF Overseas Headquarters, 19 October 1942. Repatriated 5 August 1945. Retired 16 October 1945. No citation in AFRO.

MACLEAN, S/L William Norwood Ferguson (C3228) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945.

MACLEAN, S/L William Norwood Ferguson (C3228) - **Croix de Guerre with Bronze Star (France)** - Award as per AFRO 485/47 dated 12 September 1947. Administrative Officer. 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 MacLean, as administrative officer of 39 Reconnaissance Wing of 83 Group in the 2nd Tactical Air Force, was outstanding in the performance of his duties during the campaign in France.

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MacLENNAN, F/O Alistair Norman (J19396) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 7 July 1920 in Montreal. Educated at Teaneck High School, New Jersey. Home in Glen Ridge, New Jersey; enlisted in Halifax, 24 September 1940.

To No.2 ITS, 14 October 1940; graduated and promoted LAC, 4 November 1940 when posted to No.8 EFTS; may have graduated 23 December 1940 but not posted to No.4 SFTS until 3 January 1941; graduated and promoted Sergeant, 17 March 1941. To Embarkation Depot, 27 March 1941; to RAF overseas, 5 April 1941. Attended No.21 OTU (Moreton-in-Marsh, Wellington aircraft). To RAF Driffield for a blind approach training course on Whitley Mk III aircraft. Posted to No. 405 Squadron, Pocklington, Yorkshire. Of note in his log book, is the entry for August 31, 1941 when his Wellington Mk II caught fire and crashed shortly after take off; luckily, he escaped unharmed, but the aircraft was destroyed. During this period he also took part in the first RCAF raid on Berlin. Promoted Flight Sergeant, 1 April 1942. After 14 sorties, posted to No. 3 Flight Instructor School, Hullavington and Babdown to train to become a flying instructor. Once qualified, he was posted to No. 15 OTU at RAF Harwell as a Flight Instructor. Commissioned 30 November 1943. Promoted Flying Officer, 30 May 1944. To No.1664 Heavy Conversion Unit (Handley Page Halifax); bomber to No. 427 Squadron (Leeming) in June 1944. On the night of 12/13 August his aircraft (Halifax III, serial MZ755 coded ZL-R) was attacked by a Ju.88 near Brunswick. The aircraft received damage to the starboard inner prop but was able to return safely. The aircraft was repaired that day and flew again that night. Left No.427 Squadron in mid September 1944. Repatriated 3 November 1944. To No.168 (Heavy Transport) Squadron, 9 December 1944. To No.6 OTU, 9 November 1945. To No.6 OTU at Greenwood, 15 January 1946. To Patricia Bay, 16 January 1946. Retired 31 January 1946. Medal forwarded to Government House, 18 November 1954 for forwarding to Air Ministry as he was then working for BOAC in UK (Lockheed Constellations and other types). Settled in Chichester, West Sussex, UK and continued to fly until his untimely death on 10 January 1973. No citation in AFRO other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation forwarded from squadron, date uncertain but apparently early July 1944 when he had flown 25 sorties (138 hours 35 minutes). First tour was only fourteen trips (27 June 1941 to 26 January 1942); second tour began 14 June 1944.

This captain has completed one tour and eleven operational bombing sorties of his second tour. His work in general is of a very high calibre and his ability to make instant decisions in emergency, skilful pilotage and cool judgement has gained for him the confidence of his crew.

The sortie list was as follows:

27 June 1941 - Paris (2.30)
7 August 1941 - Dortmund (4.55)
12 August 1941 - Berlin (6.55)
14 August 1941 - Hanover (6.20)
19 August 1941 - Kiel (5.40)

22 August 1941 - Mannheim (7.00)
10 October 1941 - Ostend (4.05)
16 October 1941 - Duisburg (5.00)
22 October 1941 - Mannheim (7.15)
24 October 1941 - Frankfort (5.55)
7 November 1941 - Berlin (7.35)
9 November 1941 - Hamburg (5.55)
7 January 1942 - St.Nazaire (6.45)
17 January 1942 - Bremen (5.20)
26 January 1942 - Hamburg (2.15, duty not carried out).

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14 June 1944 - Cambrai (4.50, second pilot)
21 June 1944 - Oisemont Neuville au Bois (4.40)
24 June 1944 - Bonnetot (4.05)
25 June 1944 - Gorenflos (4.55)
27 June 1944 - Wizernes (3.45)
28 June 1944 - Metz (7.40)
4 July 1944 - Villeneuve St. Georges (6.30)
6 July 1944 - Siracourt (4.40)
9 July 1944 - Ardouval (4.00)
12 July 1944 - Acquet (5.25)
18 July 1944 - Mondeville (5.00)

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MacLENNAN, F/O David Bruce (J39392) - **Mention in Despatches** - No.432 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 12 November 1914. Home in Upper Montague, Prince Edward Island; enlisted in Charlottetown, 30 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 14 January 1941. To No.1 Manning Depot again, 18 March 1941. To No.1 Equipment Depot, 10 April 1941. To No.4 WS, 5 July 1941; promoted LAC, 6 August 1941; to No.4 BGS, 22 November 1941; graduated and promoted Sergeant, 22 December 1941. To Embarkation Depot, 23 December 1941; to No.119 (BR) Squadron, 27 December 1941. Promoted Flight Sergeant, 22 June 1942. Promoted WO2, 22 December 1942. Commissioned 8 December 1943. To "Y" Depot, 22 December 1943. Taken on strength of no.3 PRC, Bournemouth, 20 January 1944. Promoted Flying Officer, 8 June 1944. Repatriated 5 August 1945. Retired 14 September 1945. 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.5557 (RG.24 Vol.20668) had recommendation for a Non-Immediate DFC dated 7 February 1945 when he had flown 13 sorties (76 hours 10 minutes), 25 September 1944 to 16 January 1945.

This officer has completed thirteen operational sorties over enemy territory after having qualified for the award of the Operational Wing by completing 165 operational sorties with a coastal squadron in Canada.

Flying Officer MacLennan has displayed outstanding ability. His co-operation, coolness and devotion to duty contributed in a large measure to the success of these operations.

His splendid record and outstanding ability warrant a strong recommendation for the Distinguished Flying Cross (Non-Immediate).

The sortie list with this was as follows:

25 September 1944 - Calais (4.35, day)
26 September 1944 - Calais (3.35, day)
27 September 1944 - Bottrop (4.30, day)
6 October 1944 - Dortmund (6.40)
14 October 1944 - Duisburg (5.50)
6 November 1944 - Gelsenkirchen (5.10, day)
16 November 1944 - Julich (5.10, day)
30 November 1944 - Duisburg (6.10)
30 December 1944 - Cologne (6.35, day)
2 January 1945 - Ludwigshaven (7.20, day)
6 January 1945 - Hanay (7.25, day)
14 January 1945 - Grevenbroich (6.10, day)
16 January 1945 - Magdeburg (7.00)

However, it is far more likely that his MiD came about through a recommendation submitted on 9 October 1944 for a specific act of gallantry (see F/O G.A. Fox for details).

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MacLENNAN, S/L Ian Armstrong (C4681) - **Mention in Despatches** - Station Gander - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Moncton, New Brunswick. Enlisted in Montreal, 16 November 1940 in Medical Branch with rank of Flight Lieutenant. To No.31 OTU, 8 October 1941. Promoted Squadron Leader, 1 January 1943. To Moncton, 31 January 1945. To "Y" Depot, 1 February 1945. Retired 20 October 1945; subsequently in Moncton City Hospital.

This officer established the Pathological Division at Gander, Newfoundland in 1941. For more than three years he has given his whole time to this type of work in this Command, holding himself in readiness for duty any hour of the day or night. He has always been a loyal, co-operative medical officer, strengthening the hand of the Senior Medical Officer.

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MacLENNAN, FS Ian Roy (R70978) - **Distinguished Flying Medal** - No.1435 Flight - Award effective 22 October 1942 as per **London Gazette** dated 3 November 1942 and AFRO 1962/42 dated 4 December 1942. Born in Regina, 4 April 1919; home in Gull Lake, Saskatchewan (student); enlisted in Regina 23 October 1940. To No.34 SFTS (guard), 27 November 1940. To No.2 ITS, 4 January 1941; graduated and promoted LAC, 8 February 1941 when posted to No.6 EFTS; graduated 30 March 1941 when posted to No.2 Manning Depot; to No.10 SFTS, 9 April 1941; graduated and promoted Sergeant, 22 June 1941. To Embarkation Depot, 8 July 1941. To RAF overseas, 20 July 1941. Served in No.610 Squadron, February to April 1942, No.401 Squadron from April to the end of May when posted to Malta, arriving via HMS **Eagle** on 9 June 1942. Taken on strength of No.1435 Flight, 11 September 1942 (also commissioned that date). Promoted Flying Officer, 3 November 1942. To Station Luqa, 13 December 1942. Returned to England in December 1942. Posted to Turnhouse, 6 January 1943; promoted Flight Lieutenant that date. At Drem he was a qualified gunnery instructor and in charge of the Gunnery Flight for eight months. A report dated 7 December 1943 stated, "Highly recommended by his Commanding Officer as a Flight Commander." Subsequently given home leave, 3 December 1943. Returned overseas, 14 February 1944 and posted to No.443 Squadron that month. Shot down 7 June 1944 and taken prisoner. Repatriated 7 July 1945. To No.10 Repair Depot, 20 July 1945. Retired 23 October 1945. Postwar architect. Died in White Rock, British Columbia, 6 November 2013 (see below for obituary). Medal sent by registered mail 16 November 1948. Photos PMR 78-191, PMR 78-194 and PMR 78-201 show him. Chris Shores, **Aces High** (2nd edition) not only lists his victories but information on most aircraft flown by him as follows: **24 May 1942** one FW.190 damaged (No.401 Squadron); **25 July 1942**, one Ju.88 damaged (No.1435 Flight, Malta); **10 August 1942**, one Bf.109 destroyed (No.1435 Squadron, with which unit all the following were claimed); **14 August 1942**, one Re.2001 claimed destroyed (actually an MC.202); **11 October 1942**, two Bf.109s damaged (Spitfire EP203, "G"); two Ju.88s destroyed plus one Ju.88 damaged on another sortie (EP717 "D"); **12 October 1942**, one Bf.109 destroyed plus one damaged (EP203 "G"); **14 October 1942**, one Ju.88 damaged; **16 October 1942**, one Ju.88 damaged (BP860 "X"); **26 October 1942**, one Bf.109 destroyed (BR591 "R"); **14 November 1942**, one S.75 destroyed (identified mistakenly as and S.82; EP915 "V") See magazine **High Flight**, Volume II, Nos.2 and 3 (1982).

One day in October 1942, this airman destroyed two of a force of thirty Junkers

88 which attempted to attack Malta. The next day he destroyed a Messerschmitt 109. Flight Sergeant MacLennan has displayed great courage and tenacity. He has destroyed four and damaged several more enemy aircraft.

TRAINING: Notes transcribed from his logbook about 1980 state that his first flight was on 9 February 1941 (Tiger Moth 4168, Sergeant Glass instructing, 20 minutes duration). Having flown eight hours 10 minutes with Glass, he went solo on 19 February 1941 (Tiger Moth 4095). His last flight at No.6 EFTS was on 28 March 1941; as of that date he had logged 36 hours 35 minutes dual, 49 hours 30 minutes solo, five hours 35 minutes cloud flying.

His first flight at No.10 SFTS, Dauphin, was 9 April 1941 (50 minutes, P/O Patterson) and his first solo on a Harvard was 21 April 1941. He made several cross-country flights without mentioning his destination; the entry for 1 June 1941 (two hours 30 minutes) stated he had flown to Rivers. He took his final navigation test on 14 June 1941 (Sergeant McLaren, two hours), and final wings test on 15 June 1941 (F/L Macklin, 55 minutes). His last flight at No.10 SFTS was 17 June 1941. During his time there he had logged 42 hours 25 minutes (day dual), 39 hours 50 minutes (day solo), four hours 55 minutes (night dual) and five hours 35 minutes (night solo). His totals to date were 69 hours (day dual), 89 hours 20 minutes (day solo), four hours 55 minutes (night dual) and five hours 35 minutes (night solo). He has also logged 22 hours 30 minutes in Link trainer (15 hours of that at No.10 SFTS).

Overseas at No.52 OTU, Aston Down, his first flight was 30 August 1941 (F/L McDowall, Master 8692, 45 minutes). The next day he soloed on Master 8767. While there he flew Hurricanes 3186 and 9138; Spitfires "227" (first flown on 7 December 1941), "239", 4624, 4685, 6719, 7114, and 9510. Flights included a squadron formation exercise on 28 January 1941 (Spitfire "6719", 95 minutes). At OTU he flew three hours 35 minutes dual on Masters, six hours 55 minutes solo on Masters, and 32 hours 25 minutes on Spitfires.

The following obituary was published in the Ottawa **Citizen** of 22 November 2013 and several other papers:

Ian Roy MacLennan, DFM, B. Arch, FRAIC, MTPIC

Wednesday, 6 November, 2013, in White Rock, BC, age 94. Born in Regina, Saskatchewan, one of seven children, Ian took Engineering at the University of Saskatchewan prior to enlisting in the RCAF. Trained as a Spitfire pilot, he was stationed with the RAF in Malta with Squadron 401 [sic] where he shot down 7 enemy aircraft and damaged several others, and was awarded the Distinguished Flying Medal. Celebrated as a Canadian Ace, he took part, in the last few years, in two documentaries produced by the History Channel, "The Siege of Malta" and

"Canadian Aces", which featured the famed Buzz Beurling, Canada's most prolific fighter pilot. Ian was shot down on D-Day plus 1, 7 June, 1944, and imprisoned at Stalag Luft III. Transferred to Austria after the Long March, he escaped, hitchhiking and walking into Paris as the war ended.

In 1945, he enrolled in Architecture at the University of Toronto. Mentored there by the distinguished Dean of Architecture, Eric Arthur, he shared with Eric a belief in the importance of low cost housing in Canada. Ian first worked with an international architectural firm, first in New York and then Caracas, before returning to Canada to become Chief Architect at the fledgling Central and Mortgage Housing Corporation. In his book, "Beyond Habitat by 20 Years", Moshe Safdie, designer of the award winning Habitat complex, built as part of the Expo 67 exhibition, says of Ian, "Ian MacLennan is one of those men who make Canada tick. Without him there would never have been a Habitat. He charges into meetings with the fervor of a college debating champion....he is aggressive, frank, and unlike many civil servants, very outspoken." In 1961, Ian was made a Fellow of the Royal Architectural Institute of Canada, one the youngest architects ever to be nominated. Carl Cannon, then Chair of the Canadian Housing Design Council, described him as "a distinguished architect who has done much to improve the quality of housing design in Canada."

Subsequent to retiring as Senior Vice President at CMHC in 1977, Ian and his wife, Nina, moved to White Rock, BC, where he was appointed by the Canadian Government as a Trustee on the development of Granville Island, then a derelict industrial area in False Creek, Vancouver. Ian was a strong voice in the Trust to keep some industrial use for the island that has since become a world-renowned site. In addition to this work, he served as juror on the Massey Medal Awards for Architecture, and sat as a Board member on other housing projects for special needs adults. His consuming passions after retirement included duplicate bridge, he was a Life Master and boating in France on the family barge, where he spent summers for the past 20 years, including this past year. As the Great War pilots were quoted as saying, "He has flown west."

Ian was predeceased by his wife, Nina, on 17 May, 2013, and his brothers and sisters. He is survived by his daughter, Joss, son, Bruce, daughter-in-law, Lorna, grandchildren, Ellie and Sam, sister-in-law, Kay, and numerous nephews and nieces in Canada, United States and United Kingdom. A special thanks to Beta Dulay for her loving care and compassion.

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MacLENNAN, W/C John McMillan, DFC (C1973) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Born in Pictou, Nova Scotia, 15 May 1896. First World War veteran whose DFC dates from that conflict. Appointed Flying Officer, Canadian Air Force, 23 December 1920. Under refresher flying instruction at No.1 Wing, Camp Borden, 3 January to 12 February 1921. Granted Leave Without Pay, 16 February 1921. Posted to No.11 Squadron British Columbia, 31 March 1922 as being inactive and unpaid. Employed by Commissary Department, White Pass and Yukon Railway, 1920; with Alberta Pacific Lumber Company, Huilan Elevator Company, and Vancouver Terminal Company, 1923-1930; fruit farmer at Kelowna from 1930 to enlistment. Enlisted in RCAF, Vancouver, 31 May 1940 in Administrative Branch. To Trenton for Administration course, 1 June 1940. To Western Air Command Headquarters, 29 June 1940. Promoted Flight Lieutenant, 1 August 1941. To Embarkation Point, Halifax, 15 August 1941. Posted overseas, August 1941 Reported to No.406 Squadron as Intelligence Officer, 22 October 1941; to Station Digby, 30 December 1942; to Headquarters, No.39 Wing, 9 July 1943; to Headquarters, No.83 Group, 30 August 1943; promoted to Squadron Leader, 23 October 1943; on strength of RCAF Overseas Headquarters, 28 October 1943 while performing liaison duty with No.83 Group and more particularly at Headquarters, Second Tactical Air Force from 18 May 1944 onwards. Promoted Wing Commander with effect from 1 May 1944; repatriated 21 October 1945; released 7 December 1945 to return to fruit farming. Died in Kelowna, 18 June 1980 as per British Columbia Vital Statistics.

Administrative Training: The course which he took at Trenton - typical of Administrative instruction - was 3 June to 29 June 1940. Courses and marks were in Air Force Law (85 %), Central Registry (93 %), Orderly Room Procedure (74 %), Drill (68 %), Messes and Canteens (80 %), Equipment and Supply (82 %) and Organization, Discipline, Administration and Oral Skills (86 %). He was 24th in a class of 42. W/C F.J. Mawdesley wrote, "A reliable and hard working officer. He should develop into a good Adjutant."

Assessments: Although no recommendation can be found for the award, the following assessments describe the nature and quality of his work:

"This officer, employed at Western Air Command Headquarters since 1 July 1940. As Personnel (Administrative) officer has applied himself diligently, is extremely loyal and conscientious. He possesses a retiring but pleasant personality. Willing and cheerful in the performance of extra duties. In view of the responsibility of his position promotion to the rank of Flight Lieutenant is recommended." (S/L M.R. Maxwell, Western Air Command Headquarters, 3 June 1941).

"This officer has only recently taken over the duties of Squadron Intelligence Officer. He is working hard to obtain the necessary knowledge in his branch and I'm sure will turn out a good

intelligence officer." (W/C D.G. Morris, Commanding Officer, No.406 Squadron, 21 November 1941).

"In the present war and whilst with No.406 Squadron he has also had considerable flying experience as a passenger. He is an active officer and it is felt not only by himself but by his Squadron Commander and this Headquarters that his ability and experience are not by any means being utilised to anything like full advantage in the post he is now filling. It is strongly recommended that he be transferred for Controller duties at a Station in this Group where it is proposed to post him into a Flight Lieutenant Controller post where his flying and other experience would be best utilized." (F/L T.J. Wilson, No.13 Group Headquarters, to RCAF Overseas Headquarters, 28 June 1942).

"Quiet officer with dry sense of humour. Has an unobtrusive talent for organization. A last war fighter pilot still keenly interested in operational flying. Has been affected by lack of activity in his branch and volunteered for Controller (Operations) Course. He should make an average Controller." (W/C R.H. Wills, No.406 Squadron, 6 January 1943 on his posting from Intelligence Officer duties with the squadron,)

"Has been RCAF Liaison Officer with Second Tactical Air Force. This post has been amended to read RCAF Staff Officer and upgraded to Wing Commander. Recommend conformation of acting rank and appointment to Acting Wing Command. This officer because of establishment was delayed in appointment to Acting Squadron Leader; therefore confirmation to Temporary Squadron Leader is strongly recommended." (W/C F.W. Hammond, RCAF Overseas Headquarters, 8 May 1944.)

"Duties, staff officer, RCAF Overseas Headquarters. Has the complete confidence of senior RAF officers in Second Tactical Air Force and has represented RCAF exceedingly well in this Command. Is a hard worker and gets things done." (G/C F.R. West, RCAF Overseas Headquarters, 26 April 1945).

Liaison Duties:

A memo dated 18 May 1944 from Air Marshal Lloyd Breadner (Air Officer Commanding-in-Chief, RCAF Overseas Headquarters) to Squadron Leader [sic] J.M. MacLennan, DFC, details his duties and hence those of other liaison officers:

TERMS OF REFERENCE TO COMMAND STAFF OFFICERS

1. Air Ministry Order No.A.367/44, Para 2 makes provision for the appointment of certain RCAF Staff Officers at Air Ministry (Director General of Personnel) and at certain RAF Command Headquarters for the purposes mentioned therein.

2. In accordance with the terms of such Air Ministry Order, I hereby appoint you as Staff Officer to represent me at Headquarters, Second Tactical Air Force, and I hereby delegate to you authority to:-

(a) receive and post by name RCAF aircrew of the rank of Wing Commander and below, and all airmen aircrew upon the completion of an operational tour, a non-operational tour or upon being withdrawn from either of such tours for any reason whatsoever.

(b) further delegate authority to RCAF Subordinate Staff Officers appointed to RAF Groups, or to RAF Nominees in RAF Groups, to post, within the limits laid down in Air Ministry Order A.419/43, as amended by Air Ministry letter A.513157/43.DGP, dated 11th June 1943 (addressed to the Air Officers Commanding-in-Chief Bomber and Coastal Commands only) RCAF aircrew available for disposal in accordance with sub-paragraph (a) above.

3. Upon receiving aircrew in my behalf for disposal under the terms of Para.1 of Air Ministry Order A.367/44, you are to proceed in accordance with Para. 4 of said Air Ministry Order, and are to ensure that the proportion of RCAF Instructors in Heavy Conversion Units and Operational Training Units is the same proportion as that of RCAF aircrew in front line squadrons.

4. You will have direct access to the Air Marshal Commanding of Second Tactical Air Force. The RCAF Subordinate Staff Officers or RAF Nominees at RAF Groups within the jurisdiction of Second Tactical Air Force will be directly responsible to you for all matters pertaining to their duties as applicable to RCAF personnel coming within the terms of the aforementioned Air Ministry Order.

5. Second Tactical Air Force Headquarters have been notified of your appointment in my behalf, and suitable instructions (Air Ministry letter S.100026/S.8, dated 14th April 1944) have been given to Second Tactical Air Force Headquarters, outlining the broad terms incorporated in the British Commonwealth Air Training Plan as a result of recent discussions between representatives of Governments of the United Kingdom and Canada. You will be expected to use tact and a wise but firm discretion in carrying out your duties. Inasmuch as I have delegated these powers to you, you will be acting in my stead in respect of the matters stated. I will expect you, therefore, to keep me advised on all important matters, and to report on the 1st and 15th of each month on the progress of your work.

6. The Director of Personnel will provide you with detailed information and instructions about specific points relating to your duties.

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MacLEOD, F/O Arthur James (J35524) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 19 February 1945 as per **London Gazette** dated 1 March 1946 and AFRO 418/46 dated 18 April 1946. Born 10 April 1915 in Sydney, Nova Scotia; home there; enlisted in Halifax, 11 August 1942. To No.5 Manning Depot, 14 November 1942. To Mountain View, 21 January 1943. To No.6 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943 but not posted to No.1 BGS until 15 May 1943; graduated 7 August 1943 when posted to No.1 AOS; 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. Reported missing, 21 February 1945 (POW). Reported safe in United Kingdom, 14 May 1945. Repatriated 1 June 1945. To "K", 13 June 1945. To No.1 Release Centre, 26 August 1945; retired 31 August 1945. . Medal presented 12 November 1948. Postwar employed in Halifax by Department of Veterans Affairs.

This officer completed, as navigator, 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 being shot down. Lancaster PB701 (GT-Q) of No.156 Squadron, target Dusseldorf, 20/21 February 1945. The aircraft was delivered to No.156 Squadron from No.32 Movements Unit in October 1944. No operational history traced. Airborne 2242 hours, 20 February 1945 from Upwood to mark the Rhenania Ossag oil refinery in the Reisholz district. Shot down by a night-fighter (Hptm.Breves, 1V./NJG1). Crew consisted of F/O D.F. Sinfield, DFC (an Exhibitioner at Bedford Modern school and at nineteen years of age one of the youngest decorated navigators to be killed on bombing operations), F/L A.D. Pelly (injured), Flight Sergeant R. Morgan (injured), , F/O A.J. MacLeod, RCAF (navigator and set operator, injured), Sergeant R.J. Routledge (injured), Warrant Officer W.G. Pearce, RAAF (POW), Flight Sergeant E.C. Bangs (gunner, killed), Flight Sergeant T.S. Carr (gunner, killed). Injured personnel were confined in hospital until liberation and returned to the United Kingdom on 11 May 1945. Warrant Officer Pearce was held in Camps 13D/7A. POW number 11454. This was his 42nd operation.

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interview of 16 May 1945. In spite of Lost Bomber entry, he stated he had flown 40 sorties.

The trip went very well except we had to make up a bit of time so increased the airspeed for a while and cut a bit off at the corner turning on for the run-up onto the target. We were due at +8 with raid to open at 0120. The skipper reported

the first Target Indicators going down in front of us and that we were well in the centre of the stream; very shortly after we were hit by approximately ten shells. The skipper had also mentioned fighter attacking planes in front of us. The fighter came in from the starboard below firing into our tanks as he passed under to port (pilot's observation). The skipper gave the order to bale out a minute or so later when he saw the extent of the fire. The Bomb Aimer and Engineer baled out in front of myself with the Navigator following me.

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MacLEOD, Sergeant Donald Allan (R64627) - **Mention in Despatches** - Station Tofino - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 9 July 1905. Home in Bayview, Pictou County, Nova Scotia; enlisted in Moncton, New Brunswick, 4 June 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 12 July 1940. Promoted AC1, 16 November 1940. To No.6 SFTS, 20 November 1940. Promoted LAC, 1 April 1941. To No.14 SFTS, 3 July 1941. Promoted Corporal, 1 January 1942. To No.132 (Fighter) Squadron, 19 April 1942. To Tofino, 15 October 1942. Promoted Sergeant, 1 March 1943. To Sea Island, 17 August 1944. To No.5 OTU, 3 October 1944. To "Y" Depot, 27 April 1945. To United Kingdom, 18 My 1945. Repatriated 16 September 1945. Retired 6 November 1945. Recommended for BEM, 25 January 1943 (DHist file 181.009 D.1753, RG.24 Vol.20609) noting he had joined No.132 Squadron at Tofino on 28 September 1942. Died in Pictou, Nova Scotia, 6 November 1983 as per **Legion Magazine** of February 1984.

This non-commissioned officer, a member of the ground crew, has displayed untiring effort and ability to discharge all duties assigned to him with the utmost efficiency. He has shown himself to be an intelligent and resourceful airman whose unselfish devotion to duty has set a fine example to all ranks.

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MACLEOD, Corporal Donald Archibald (R128128) - **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 26 July 1917. Home in Meota, Saskatchewan; enlisted in Saskatoon 30 August 1941 as Aero Engine Mechanic and posted to No.2 Manning Depot. To No.3 BGS, 17 September 1941. Promoted AC1, 9 December 1941. To "Y" Depot, 9 March 1942. Promoted LAC, 1 April 1942. To RAF overseas, 30 April 1942. Promoted Corporal, 10 July 1943. Repatriated 7 August 1945. Retired 26 September 1945. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol 20607) has list of MiDs this date with unit. No citation in AFRO or biographical file; DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded to No.6 Group Headquarters, 3 February 1945, when he was a Fitter IIE; enlisted 30

August 1941; in Canada nine months, overseas 32 months.

This NCO has displayed an outstanding example to others by his untiring sense of duty. When operational necessity has required long hours of endurance, his cheerful disposition in the face of trying difficulties has always been an inspiration to those around him. His ability to assume responsibility and place the task on hand above everything else has brought commendation from his officers.

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MACLEOD, F/L Duncan Rae (J13367) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 24 January 1921 in Chesterville, Ontario (obituary says Glen Norman, Ontario); home in Kingston, Ontario. Educated at Queen's University (COTC) and then entered insurance employment; enlisted in Toronto 1 October 1941. To No.1 Manning Depot, 4 November 1941. To No.13 Explosives Depot, 23 November 1941 (guard). To No.5 ITS, 15 February 1942; graduated and promoted LAC, 11 April 1942 when posted to No.9 AOS; graduated and commissioned, 14 August 1942. To No.1 Central Navigation School, 5 September 1942. To No.7 AOS, 21 September 1942. Promoted Flying Officer, 14 February 1943. To "Y" Depot, 4 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Promoted Flight Lieutenant, 14 August 1944. Repatriated 18 June 1945 and posted to Debert. To No.428 Squadron, Tiger Force, 10 August 1945. To Halifax, 6 September 1945. Retired 28 September 1945. Re-engaged in RCAF Auxiliary, 26 July 1946 as Flying Officer with No.400 Squadron (120398). Resigned commission, 24 March 1948. Returned to Manufacturer's Life, working with the firm until 1985. Died in Toronto, 27 December 2015. Medal sent by registered mail 9 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 dated 13 October 1944 when he had flown 32 trips (160 hours 25 minutes), 10 June to 6 October 1944.

This navigator has completed many sorties against the enemy including attacks against such heavily defended targets as Stuttgart, Kiel and Dortmund. On all occasions, his skill and coolness under heavy enemy opposition has been instrumental in the safety of the aircraft and crew. By his accurate navigation at all times he has proven a most valuable crew member. He has been most interested in training new crew members to whom he has set an inspiring example. His keenness to come to grips with the enemy, fortitude and devotion to duty have been most praiseworthy.

The sortie list was as follows:

10 June 1944 - Boulogne (3.55)
15 June 1944 - Versailles (5.15)
16 June 1944 - Sautrecourt (4.20)
17 June 1944 - Oisemont (4.40)
21 June 1944 - Oisemont (4.00)
25 June 1944 - Gorenflos (4.00)
6 July 1944 - Siracourt (4.05)
9 July 1944 - Ardouval (3.55)
12 July 1944 - Acquet (4.00)
18 July 1944 - Mondeville (4.20)
18 July 1944 - Wesseling (5.40)
23 July 1944 - Donges (6.05)
25 July 1944 - Stuttgart (8.35)
28 July 1944 - Hamburg (5.15)
31 July 1944 - Coquereaux (4.10)
1 August 1944 - L'Hey (3.50)
3 August 1944 - Foret de Nieppe (4.20)
4 August 1944 - Bois de Casson (5.15)
5 August 1944 - St. Leu d' Esserent (5.30)
16 August 1944 - Kiel (5.40)
25 August 1944 - St. Mathieu (5.30)
27 August 1944 - Marquis (3.45)
28 August 1944 - Gardening, La Rochelle (6.20)
6 September 1944 - Emden (4.40)
10 September 1944 - Le Havre (3.55)
11 September 1944 - Gardening, Kiel Bay (5.25)
12 September 1944 - Gardening, Oslo (7.10)
17 September 1944 - Boulogne (3.50)
27 September 1944 - Sterkrade (5.25)
28 September 1944 - Cap Gris Nez (4.10)
4 October 1944 - Gardening, Oslo (7.10)
6 October 1944 - Dortmund (5.55)

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MacLEOD, Supervisor Edward Russell (Z312) - **Member, Order of the British Empire** - No.5 RCAF
District Headquarters - AWARD IN CIVIL DIVISION - Award effective 1 January 1946 as per

Canada Gazette of that date and AFRO 82/46 dated 25 January 1946. Presented with medal 9 April 1948.

This Supervisor, of the Canadian Legion War Services, on being transferred from service with the Canadian Army, was assigned to No.126 Airfield from the time of its formation until Victory in Europe and served with this formation throughout the Normandy landing and thereafter. He has rendered most beneficial service with exceptional keenness and capability.

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MacLEOD, F/O George Graham (J16777) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 19 May 1944 as per **London Gazette** of that date and AFRO 1296/44 dated 16 June 1944. Born 22 March 1911. Home in Toronto; enlisted in Montreal, 20 June 1941. To No.1 Manning Depot, 20 July 1941. To No.4 WS, 27 September 1941; promoted LAC, 29 October 1941; to No.1 BGS, 11 April 1942; graduated and promoted Sergeant, 11 May 1942. To "Y" Depot, 12 May 1942; to RAF overseas, 13 June 1942. Promoted Flight Sergeant, 11 November 1942. Commissioned 26 December 1942. Promoted Flying Officer, 26 June 1943. Repatriated 12 September 1944. Promoted Flight Lieutenant, 26 December 1944. Retired 12 April 1945. Medal sent by registered mail 30 September 1946. 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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MacLEOD, Harold Morris, F/L (J24949) - **Bronze Cross of the Netherlands** - No.190 Squadron - Awarded as per **Canada Gazette** dated 12 September 1949 and AFRO 413/49. Born 25 September 1922. Enlisted 11 February 1942. A pilot who, in the latter part of the war, was employed at Station Dartmouth (inferred from November 1945 application for Operational Wings, turned down 23 November 1945 for "insufficient number of operational sorties". Remained in postwar RCAF (20245), retiring 9 May 1970 and settling in Sydney, Nova Scotia. Died 22 July 2008 in Canning, Nova Scotia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008. Public Records Office Air 2/9642 has recommendation dated 29 October 1945 which noted he had flown 14 sorties and 70 operational hours.

This officer not only took part in the major airborne operations on the Continent up to and including the Battle of Arnhem, but also made flights alone deep into enemy occupied territory to deliver arms and food to resistance movements. On several occasions he dropped members of the armed forces far behind the

enemy lines.

His tenacity of purpose and skill when operating alone at night enabled him to produce a very high percentage of success on supply missions. This was never more clearly shown than at Arnhem where on his third flight to the battle area he was shot down when flying at low altitude in daylight over the heavily defended area.

At all times Flying Officer MacLeod displayed excellent powers of leadership which were accentuated when flying on operations against the enemy.

Air 2/9642 also has an official citation:

Flying Officer MacLeod as captain of aircraft took part in the major airborne operations at Arnhem, and also made flights deep into enemy territory to deliver arms and food to resistance movements. On several occasions he dropped members of the armed forces far behind the enemy lines successfully. Flying Officer MacLeod's skill and tenacity when operating alone, at night, enabled him to obtain a very high percentage of success during supply missions. Flying Officer MacLeod was made prisoner of war when his aircraft was shot down during his third sortie to Arnhem.

NOTE: Notwithstanding the unit identified above, on 21 September 1944 he was piloting Stirling LJ830 of No.620 Squadron which was airborne at 1230 hours and shot down close to Arnhem. Crash landing executed. The crew were J24949 F/O H.M. McLeod or MacLeod (POW), J26361 F/O R. Newton (navigator, evaded ?), J24015 F/O H. Bate (bomb aimer, POW), 1821449 Sergeant H. Haig (flight engineer, evaded), 157923 F/O C.C. King (WOP/Air, evaded ?) And J29874 F/O J.R. Thomas (air gunner, killed).

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MacLEOD, F/O John Leslie (J24399) - **Distinguished Flying Cross** - No.160 (Bomber Reconnaissance) Squadron - Award effective 1 December 1945 as per **Canada Gazette** dated 15 December 1945 and AFRO 183/46 dated 22 February 1946. Born in Alexandria, Ontario, 24 April 1919. Attended Public Schools in Ontario, 1925-1931, Glen Nevis High School, 1931-1935, Kingston Collegiate, 1935-1936, Queens University, 1936-1940 (B.Commerce). Home in Kingston, Ontario; enlisted in Toronto, 21 January 1942 where he had been an auditor. Posted to No.1 Manning Depot, Toronto on enlistment. To Technical Training School, St. Thomas, 28 March 1942. To No.6 ITS, Toronto, 7 June 1942; graduated and promoted LAC, 31 July 1942 but not posted to No.12 EFTS, Goderich until 30 August 1942; graduated 23 October 1942 when

posted to No.9 SFTS, Centralia; graduated and commissioned 19 March 1943. To No.1 GRS, Charlottetown, 20 March 1943. To No.160 (BR) Squadron, 12 June 1943. Promoted Flying Officer, 12 September 1943. Promoted Flight Lieutenant, 12 March 1945. To Station Torbay, 1 June 1945. To No.5 Equipment Depot, Moncton, 1 December 1945. To Eastern Air Command Headquarters, 30 November 1945. To AFHQ, 1 February 1946. Assigned postwar number of 20052. Assigned to No.413 (Photographic) Squadron, 9 September 1947; missing on a flight on 18 October 1947 (No.413 Squadron, Mitchell 894). Wreckage located 8 October 1952. Aircraft had crashed at 6,200 foot level in a horse shoe enclosure on the east slope of Mount Glory (nine miles north of Rossland, British Columbia). As of recommendation he had flown 1,380 hours, 865 operational (105 sorties). Sent by registered mail to next-of-kin, 7 November 1949.

This pilot and captain has completed most successfully many operational sorties. His ability to handle his crew resulted in their being selected as one of the best in the squadron. His steadiness in undertaking all task, his courage and cool efficiency have made him an excellent pilot whose service in operational flying is most praiseworthy.

Originally recommended for Mention in Despatches by the Commanding Officer of No.160 Squadron, June 1945. The submission read:

In a quiet and unassuming way Flying Officer MacLeod has successfully completed many operational sorties. His ability to handle his crew resulted in the crew being selected as one of the best in the squadron.

Group Captain R.S. Grandy concurred (25 June 1945) but on 13 September 1945 Air Vice Marshal Morfee noted "Recommend DFC" on the form. Air Commodore Martin Costello also wrote, "Recommend for DFC" (23 October 1945) and this went on to approval.

Operations: In applying for Operational Wing, 15 November 1944, he listed the following sorties to that date (all with No.160 Squadron on Canso aircraft):

31 August 1943 - Escort - 4.40
4 September 1943 - Sweep - 9.50
20 September 1943 - Escort - 4.00
24 September 1943 - Escort - 4.55
28 September 1943 - Convoy - 13.35
6 October 1943 - Sweep - 15.00
20 October 1943 - Escort - 5.00
22 October 1943 - Convoy - 3.45
26 October 1943 - Escort - 4.20

30 October 1943 - Convoy - 8.30
5 November 1943 - Escort - 5.00
13 November 1943 - Escort - 3.05
17 November 1943 - Escort - 4.15
25 November 1943 - Convoy - 13.25
29 November 1943 - Escort - 4.50
13 December 1943 - Convoy - 5.15
17 December 1943 - Escort - 6.15
21 December 1943 - Escort - 5.20
25 December 1943 - Sweep - 4.50
28 December 1943 - Escort - 2.40
8 January 1944 - Convoy - 10.20
14 January 1944 - Escort - 5.05
18 January 1944 - Convoy - 12.15
22 January 1944 - Convoy - 14.00
26 January 1944 - Search - 5.40
21 February 1944 - Convoy - 12.10
1 March 1944 - Escort - 4.45
6 March 1944 - Escort - 4.20
8 March 1944 - Escort - 5.15
12 March 1944 - Convoy - 13.00
14 March 1944 - Escort - 4.50
16 March 1944 - Convoy - 6.50
22 March 1944 - Escort - 6.05
24 March 1944 - Sweep - 10.00
26 March 1944 - Sweep - 9.30
28 March 1944 - Convoy - 3.05
29 March 1944 - Escort - 4.20
29 March 1944 again - Escort - 4.45
1 April 1944 - Sweep - 11.25
3 April 1944 - Convoy - 8.05
5 April 1944 - Sweep - 11.15
7 April 1944 - Sweep - 16.20
9 April 1944 - Sweep - 2,00
9 April 1944 again - Sweep - 3.50
12 April 1944 - Escort - 11.35
15 April 1944 - Escort - 4.25
21 April 1944 - Convoy - 4.30
24 April 1944 - Escort - 11.30
27 April 1944 - Convoy - 2.45

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30 April 1944 - Escort - 8.45
3 May 1944 - Escort - 5.55
3 May 1944 again - Escort - 2.25
12 May 1944 - Convoy - 4.00
15 May 1944 - Convoy - 8.30
18 May 1944 - Convoy - 13.45
20 May 1944 - Escort - 4.45
21 May 1944 - Convoy - 14.20
24 May 1944 - Convoy - 14.00
26 May 1944 - Sweep - 14.00
30 May 1944 - Sweep - 11.50
1 June 1944 - Sweep - 4.15
5 June 1944 - Convoy - 11.45
9 June 1944 - Convoy - 9.10
12 June 1944 - Search - 1.40
19 June 1944 - Escort - 5.00
29 June 1944 - Convoy - 13.15
2 July 1944 - Convoy - 11.25
8 July 1944 - Search - 7.35
10 July 1944 - Convoy - 3.45
16 July 1944 - Escort - 4.50
20 July 1944 - Escort - 4.45
24 July 1944 - Convoy - 9.30
30 August 1944 - Convoy - 11.20
11 September 1944 - Convoy - 10.15
17 September 1944 - Convoy - 11.05
20 September 1944 - Sweep - 11.05
21 September 1944 - Sweep - 7.00
23 September 1944 - Sweep - 9.45
25 September 1944 - Sweep - 3.40
28 September 1944 - Escort - 11.35
6 October 1944 - Convoy - 11.20
19 October 1944 - Convoy - 10.50
21 October 1944 - Convoy - 11.00
26 October 1944 - Convoy - 12.00
1 November 1944 - Convoy - 10.50

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MACLEOD, F/O Norman Graeme (J25178) - **Distinguished Flying Cross** - No.431 Squadron -

Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 27 September 1914 in Nelson, British Columbia; home there (hospital attendant). Enlisted in Vancouver, 13 May 1940 as Service Police; to St. Thomas, 24 June 1940. Promoted AC1, 13 August 1940. Promoted LAC, 13 November 1940. Promoted Corporal, 1 April 1941. Remustered to aircrew and posted to No.1 ITS, 20 June 1942; may have graduated 14 August 1942 but not posted to No.7 EFTS until 12 September 1942; may have graduated 6 November 1942 but not posted to No.9 SFTS until 20 November 1942; graduated and commissioned, 6 April 1943. To "Y" Depot, 20 April 1943. To RAF overseas, 8 May 1943. Disembarked in Britain, 23 May 1942. To No.18 (Pilots) AFU, 22 June 1943. Attached to No.1513 Beam Approach Training Flight, 27 July to 2 August 1943. To No.26 OTU, 7 September 1943.. Promoted Flying Officer, 6 October 1943. To No.61 Base, Topcliffe, 4 December 1943. Attached to No.1664 Conversion Unit, 8 January to 12 February 1944. To No.431 Squadron, 12 February 1944. To No.1668 Conversion Unit, 22 October 1944. Attended No.3 Flying Instructor School, 29 November 1944 to 10 January 1945. Promoted Flight Lieutenant, 6 April 1945. To No.1659 Conversion Unit, 3 August 1945. Repatriated 26 September 1945. Retired 14 November 1945. DFC presented in Esquimalt, 21 July 1956 following a letter to him dated 20 May 1955 saying, in effect, "Please confirm your address so we can arrange for presentation." Engaged in Primary Reserve, 15 May 1955 as Air Cadet Officer, No.561 Squadron, Nelson (301301). Awarded Centennial Medal, 1967; relinquished position and commission, 31 December 1967. Died at Nelson, British Columbia, 27 October 1992 as per **Legion Magazine** of June 1993. RCAF photo PL-32034 (ex UK-14190 dated 24 August 1944) is captioned as follows: "Back from bombing the German army at Falaise, these fliers of the RCAF Bomber Group report their findings at interrogation. 'The target was really plowed up', says the Iroquois squadron pilot at left Flight Lieutenant Norman MacLeod of Nelson, B.C. In the centre wearing Mae West and parachute harness over his shirt is Pilot Officer Tom Clements of Vancouver. At right, one of the station medical officers listens, fascinated. He is Flight Lieutenant O.R.A. 'Doc' Stephens of Toronto and Agincourt, Ontario." RCAF photo PL-32714 (ex UK-14797 dated 13 September 1944 shows him in front of Iroquois squadron crest. 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.5526 (RG.24 Vol.20667) has recommendation dated 11 September 1944 when he had flown 31 1/2 sorties (159 hours 15 minutes), 25 February to 25 August 1944.

This officer, as captain of an aircraft, has participated in 31 1/2 trips against the enemy, including such heavily defended targets as Bremen, Hamburg, Essen, Karlsruhe and Dusseldorf. At all times, Flight Lieutenant MacLeod's outstanding leadership has enabled his crew to press home the attack to the utmost. On one occasion, on 12th June, 1944, over Arras, this officer's aircraft was attacked by an enemy fighter, just prior to the target run. By excellent evasive action, this captain evaded the attacker and carried on to the target. In recognition of Flight Lieutenant MacLeod's cool courage and tenacity of purpose and for his

contribution to a most successful crew, I strongly recommend that he be awarded the Distinguished Flying Cross.

Notes: Piloted Halifax LL173, No.431 Squadron, 12 March 1944 on return from mining sortie. Incident at 0053 hours. Hydraulics failed after undercarriage came down and flaps had to be pumped down. Starboard undercarriage collapsed after landing. Crew included P/O L. Peters (navigator, later DFC).

Application for Operational Wing dated 8 October 1944 stated he had flown 36 sorties (172 hours 45 minutes), 12 February to 6 October 1944.

Training: Course at No.1 ITS was 22 June to 14 August 1942. Courses in Mathematics, Law and Discipline, General Studies, Airmanship, Armament (practical and written), Aircraft Recognition, Drill, and Signals. Scored 700 out of possible 1,000 points. Placed 30th in a class of 33. "Keen, alert, reliable and aggressive airman whose conduct and deportment at this Unit has been excellent. He is liable to be a little slow in assimilating instruction, but is a plugger."

Course at No.7 EFTS was 14 September to 6 November 1942. Tiger Moth aircraft - 40.20 day dual (10.10 dual to first solo), 33.45 day solo, 4.00 night dual, 45 minutes night solo. Was 9.40 on instruments and logged ten hours in Link. Courses in Navigation, Airmanship, Armament, Aircraft Recognition. Received 412 points out of possible 700. Placed 28th in a class of 30. "Fair average pupil pilot who tries hard and is cooperative. Discipline and leadership good."

Course at No.9 SFTS was 23 November 1942 to 6 April 1943. Anson aircraft - 74.10 day dual (8.05 dual to first solo), 52.05 day solo, 8.40 night dual, 9.00 night solo. Flew 12.45 in formation, 26.10 on instruments, Link time not clear. Courses in Navigation, Airmanship, Armament, Aircraft Recognition, Signals and Meteorology. Placed 47th in a class of 56. "An average pilot who is inclined to be forgetful."

Course at No.18 (Pilots) AFU was 22 June to 7 September 1943. Oxford aircraft (5.20 day dual to first day solo, 20.10 total day dual, 29.10 day solo, 1.45 night dual to first night solo, 9.45 total night dual, 15.10 night solo. Flew 40 minutes in formation, 4.50 on instruments, 5.35 in Link. Flying Test grades were in General Flying (260/400), Instrument Flying (150/250), Night Flying (60/100) and Link (31/50). "A sound and steady pilot, and an efficient and reliable officer." (G/C F.G. Argyle Robinson, 7 September 1943)

Course at No.1513 Beam Approach Training Flight was 27 July to 2 August 1943. Oxford I aircraft (10 hours five minutes, all dual beam flying) plus 5.15 in Link. Graded in Beam Approach Procedure and Q Code, Link Trainer (100/200), Receiver Operation (60/100), Instrument Flying (135/250), Cloud and Night Flying (135/250) and General Application of Beam

Approach Procedure, flying (120/200). "Instrument flying average. Needs more practice at controlled descent. A keen pupil whose knowledge and application of S.B.A. is satisfactory. Could use system in emergency.

Course at No.24 OTU was 7 September to 16 November 1943. Whitley V aircraft - 2.40 day dual to first day solo, 7.40 total day dual, 9.00 day with a captain at controls, 29.00 day as captain, 2.15 night dual to first night solo, 3.25 total night dual, 4.10 night with a captain at controls, 30.15 night at captain, logged 15.05 in Link. Flying Test grades as follows: General Flying (340/400), Applied Flying (170/200), Instrument Flying (200/250), Night Flying (80/100) and Link (40/50). Ground courses in Airmanship (204/300) and Signals (63/100). Described as "above average ability. He is a very good captain and has full control of his crew." Completed four day and four night cross-country flights, one Bullseye (average height 13,000 feet), one War Load Climb and one Fighter Affiliation (with a Tomahawk).

Course at Flying Instructor School was 29 November 1944 to 17 January 1945. Oxford aircraft (17.15 day dual, 1.30 night dual, 21.40 day solo, 1.20 night solo. Ground courses in Principles of Flight (83/100), Airmanship (84/100) and Technical Subjects (88/100 written, 77/100 oral). Average pilot, below average as potential instructor. "His demonstrations are not up to standard and his pattern is sketchy. His manner and voice are uninteresting and monotonous." (S/L W.D.K. Franklin). Nevertheless, a report on him as instructor at No. 1666 CU dated 4 July 1945 rated him as average in all categories. He had flown 40 hours as a Lancaster instructor (35 day, five night)."A capable pilot and good instructor. He should try to improve his general technical knowledge but has no particular faults." (F/L S. Bulford).

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MacLEOD, P/O Roderick Harold (J87954) - **Distinguished Flying Cross** - No.635 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 24 April 1922 in Melfort, Saskatchewan; home there (bookkeeper); enlisted in Saskatoon, 14 March 1942. To No.2 Manning Depot, 21 April 1942. To No.7 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.5 BGS until 23 October 1942; may have graduated 18 December 1942 but not posted to No.3 AOS until 27 December 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 10 July 1944. Promoted Flying Officer, 10 January 1945. Repatriated 8 April 1945. Retired 8 June 1945. Presented with medal 22 April 1950. 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 35 sorties (184 hours 55 minutes), 22 November 1943 to 6 December 1944.

22 November 1943 - Berlin (6.50)

26 November 1943 - Berlin (8.10)
2 December 1943 - Berlin (6.50)
19 February 1944 - Leipzig (7.30)
20 February 1944 - Stuttgart (7.25)
24 February 1944 - Schweinfurt (7.55)
25 February 1944 - Augsburg (8.35)
22 March 1944 - Frankfurt (8.00)
30 March 1944 - Nuremberg (8.15)
10 April 1944 - Aulnoye (5.20)
11 April 1944 - Aachen (4.20)
24 April 1944 - Les Hayons (3.40)
25 June 1944 - Karlsruhe (6.30)
15 September 1944 - Kiel (5.15)
20 September 1944 - Calais (2.30)
26 September 1944 - Cap Gris Nez (3.05)
27 September 1944 - Sterkrade (3.35)
30 September 1944 - Sterkrade (3.35)
4 October 1944 - Bergen (8.30)
5 October 1944 - Saarbrücken (5.25)
6 October 1944 - Gelsenkirchen (3.30)
12 October 1944 - Fort Fredrick Hendrik (2.20)
14 October 1944 - Duisburg (3.50)
15 October 1944 - Wilhelmshaven (4.50)
15 October 1944 - Duisburg (4.30)
28 October 1944 - Cologne (3.50)
30 October 1944 - Cologne (4.40)
2 November 1944 - Dusseldorf (4.45)
4 November 1944 - Bochum (4.15)
6 November 1944 - Gelsenkirchen (3.55)
16 November 1944 - Duren (4.05)
18 November 1944 - Munster (4.00)
21 November 1944 - Castrop Ruaxel (4.50)
4 December 1944 - Karlsruhe (5.20)
6 December 1944 - Merseburg (7.00)

This officer has completed 35 operational sorties against the enemy, and has attacked many heavily defended German targets including Duisburg, Cologne and Berlin. As Visual Bomb Aimer he has maintained a high standard of skill and accuracy and is largely responsible for the success of these many operations.

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MacLEOD, P/O Wesley Alexander (J90866) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 29 June 1917 in Kinross, Prince Edward Island; home there (teacher); enlisted in Ottawa, 25 May 1942. To No.1 Manning Depot, 17 August 1942. To No.6 ITS, 10 November 1942; graduated and promoted LAC, 19 February 1943; to No.1 BGS, 20 March 1943; to No.9 AOS, 26 June 1943; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943. To United Kingdom, 25 August 1943. Commissioned 11 September 1944. Repatriated 7 February 1945. Promoted Flying Officer, 11 March 1945. Retired 27 March 1945. Presented with medal 4 September 1945. RCAF photo PL-33664 (ex UK-15597 dated 2 October 1944) has the following caption: "Lieutenant J.A. Carpenter, Winnipeg, member of the Canadian Armoured Corps, who was on liaison duty recently with an RCAF Bomber Group squadron, listens in at an interrogation after the Canadians had bombed an important target in the Ruhr. Squadron Leader S.R. Frankling of Yorkton and Saskatoon, Saskatchewan, interrogates Flight Sergeant Wesley MacLeod of Kinross, P.E.I., a bomb aimer, on the results of the sortie." Photo PL-35240 is a portrait. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.1750 (RG.24 Vol.20608) has recommendation forwarded to Station Eastmoor, 23 November 1944, when he had flown 32 sorties (159 hours 45 minutes) between 1 August and 18 November 1944. He was a Warrant Officer at the time of recommendation.

Warrant Officer McLeod [sic] has completed a notable tour during which he has taken part in several attacks on the most heavily defended enemy targets including Kiel, Wanne Eickel, Essen and Cologne. He is a most determined and gallant member of aircraft crew and his successes are an excellent testimony to the accuracy of his bombing. His conduct at all times has been exemplary...

The sortie list was as follows:

- 1 August 1944 - Ferme de Forestel (3.55, day)
- 3 August 1944 - Foret de Nieppe (3.55, day)
- 5 August 1944 - St. Leu d'Esserent (4.50, day)
- 7 August 1944 - Caen (3.55)
- 8 August 1944 - Chantilly (5.00, day)
- 9 August 1944 - Foret de Nieppe (4.05)
- 10 August 1944 - La Pallice (6.30)
- 12 August 1944 - Montrichard (6.20, day)
- 14 August 1944 - Bons Tassily (4.30)
- 15 August 1944 - Brussels (3.50, day)

16 August 1944 - Kiel (5.35)
18 August 1944 - Bremen (2.35, duty not carried out)
9 September 1944 - Le Havre (3.40, day)
10 September 1944 - Le Havre (4.20, day)
12 September 1944 - Wanne Eickel (4.40, day)
15 September 1944 - Kiel (5.10)
17 September 1944 - Boulogne (3.40, day)
25 September 1944 - Calais (4.05, day)
26 September 1944 - Calais (3.45, day)
27 September 1944 - Bottrop (5.00, day)
28 September 1944 - Cap Gris Nez (4.40, day)
30 September 1944 - Sterkrade (6.30)
6 October 1944 - Dortmund (6.20)
9 October 1944 - Bochum (6.05)
23 October 1944 - Essen (4.40, day)
25 October 1944 - Homburg (5.20, day)
28 October 1944 - Cologne (6.20)
30 October 1944 - Cologne (6.00)
1 November 1944 - Oberhausen (5.10)
6 November 1944 - Gelsenkirchen (4.45, day)
16 November 1944 - Julich (4.55, day)
18 November 1944 - Munster (5.05, day)

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MACLISE, F/O Douglas James (J10295) - **Mention in Despatches** - No.119 (BR) Squadron - Award effective 3 November 1944 as per **Canada Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born in Elfros, Saskatchewan, 26 July 1921. Educated and home in Wadena, Saskatchewan; enlisted in Saskatoon, 25 April 1941 and posted to No.2 Manning Depot. To No.31 EFTS (guard), 27 May 1941. To No.2 ITS, 14 July 1941; graduated and promoted LAC, 31 August 1941 when posted to No.19 EFTS; graduated 24 October 1941 and posted next day to No.4 SFTS; graduated and promoted Sergeant, 27 February 1942; to No.13 Operational Training Squadron, 7 March 1942; commissioned at uncertain date. To Eastern Air Command, 1 June 1942. To Halifax, 22 June 1942. Promoted Flying Officer, 1 October 1942. To No.119 (BR) Squadron, 2 May 1943. To "S", 15 March 1944. To Torbay, 23 March 1944. To No.1 Group, 20 July 1944. Promoted Flight Lieutenant, 4 August 1944. To No.11 (BR) Squadron, 2 September 1944. To No.2 Air Command, 26 April 1945. On Leave Without Pay as of 6 May 1945. To No.5 Release Centre, 16 September 1945. Retired 18 September 1945. TCA pilot for one year after the war. Attended University of British Columbia (pharmacy) and then ran a partnership in Prince George. Retired in 1986 and moved to Vancouver Island. Continued private flying

(Beechcraft Bonanza) until age 80. Died in Nanaimo, 16 August 2012.

This officer, throughout his period of duty on operational flying in the North Atlantic area, has displayed outstanding skill and devotion to duty. His keenness and tireless devotion to duty are worthy of high praise. He is an excellent leader and by his example has been an inspiration to those associated with him.

MACLISE, F/L Douglas James (J10295) - **Distinguished Flying Cross** - No.11 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date, **London Gazette** dated 10 July 1945 and AFRO 1291/45 dated 10 August 1945. As of recommendation he had flown 1,819 hours, including 934 operational hours (155 sorties). Presented with medal 24 February 1950. No citation in AFRO other than "in recognition of valuable services in the air." Following from DHist files:

Flight Lieutenant Maclise has completed two length tours of operations against the enemy over the North Atlantic. Despite adverse weather conditions and hazardous circumstances, this aircraft captain has at all times shown the greatest keenness to seek out the enemy. The cheerful and willing manner in which he has carried out his assignments has been a splendid example to all members of his squadron. Throughout his operational career he has displayed splendid leadership and outstanding devotion to duty.

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MACLURE, W/C Kenneth Cecil (C1511) - **Air Force Cross** - Empire Air Navigation School - Award effective 7 September 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born in Montreal, 14 October 1914; home in Westmount. Educated at McGill University (pre-war B.Sc.; M.Sc. in 1950 and Ph.D in 1952); COTC, 1931-32. Employed by Sun Life before war. Enlisted 15 December 1939. Instructed in navigation in Canada early in the war; served at No.31 ANS (Port Albert, Ontario) as well as Trenton and No.1 ANS, Rivers. Squadron Leader as of 1 September 1941. To overseas, 30 September 1942. Repatriated 29 August 1943. To Rockcliffe, 28 September 1943. In February 1944 sent to Central Navigation School, Cranage, returning to Canada in July 1944. Promoted Wing Commander, 1 October 1944. Posted on 7 November 1944 to Empire Air Navigation School in post of Director, Test and Development. In May 1945 a specially modified Lancaster bomber aircraft, named "Aries", undertook a series of flights to both the North Geographic and North Magnetic Poles. These flights, involving 110 hours flying time between May 17 and 26, established the Greenwich Grid as a fully practical and safe routing navigation technique. One of the flights also established that the North Magnetic Pole was about 480 kilometers north-northwest of its charted position, further emphasizing the failure of the magnetic compass as a steering reference. To obtain his

instrument readings, Wing Commander Maclure worked under extreme conditions, spending up to nineteen hours at a time confined to the rear of the Lancaster's fuselage where inside temperatures were almost as cold as outside - often down to minus 65 degrees. On a flight destined for Whitehorse, Yukon the Aries stopped briefly at the RCAF Central Navigation School in Rivers, Manitoba, where the staff was briefed on the success of the Aries flights and the utility of the Greenwich Grid. Following a stopover in Whitehorse, a direct flight was made back to the EANS at Shawbury, once again successfully employing the Greenwich Grid navigation technique. Thus Maclure was the first Canadian to fly over the North Geographic Pole. Repatriated August 1946. Seconded to the Arctic Section of the Defence Research Board to work on arctic navigation problems. Retained rank of Wing Commander in postwar RCAF (1994). 1946 winner of American Institute of Navigation award. During the early 1950's he returned to the field of research as Senior Test Engineer at the Central Experimental and Proving Establishment (CEPE) at RCAF Station Rockcliffe. Promoted Group Captain, 1 January 1954. Served at Air Force Headquarters as Director of Armament Engineering. He was later posted as the Canadian Military Attache to Warsaw, Poland (August 1958 to September 1961). When he returned to Canada in 1961, he was again seconded to the Defence Research Board, this time to the Pacific Naval Laboratory at Esquimalt, B.C. as head of the Electro-Magnetic Research Group. He was engaged in acoustic and electromagnetic research in ice-filled waters, a matter of extreme importance to RCAF anti-submarine operations. Retired from the RCAF in November 1969 but continued as head of the Electro-Magnetic Research Group at Esquimalt conducting research in the Arctic on under-sea and ice experiments out of Resolute Bay, NWT. He also served as a part time lecturer in Physics at the University of Victoria. In 1971 he was appointed Chief of Defence Research Staff at the Canadian High Commission, London, a position he held for four years. In 1974 he was elected Vice President of the Royal Institute of Navigation. He returned to Canada in 1975, to the Defence Research Board as senior research and development planning officer. He was elected Fellow of the Canadian Aeronautics and Space Institute (CASI) in 1976. He retired in October 1979 and continued to live in Ottawa. Died 24 March 1988 as per **Airforce Magazine** of January-February-March 1989. Inducted into Canada's Aviation Hall of Fame, 2005 with following citation: *"During an illustrious military career, navigation expert, focussed on solving problems with navigation in north polar regions where the magnetic compass was of little use. Developed the Greenwich Grid overlay system which has become the norm of navigating in high latitudes and is now in worldwide use.."* Photo PL-102866 refers.

Wing Commander Maclure is a navigator and has been employed on navigation test and development duties. He acted as chief research officer during the flights made in the Lancaster aircraft "Aries" between the 17th and 26th May 1945, involving 110 hours flying, in the course of which a scientific survey was made over the North Geographic and Magnetic poles. The peculiar problems of navigation at high speed over these regions where, in the extreme case, all

directions become south and where traditional methods of orientation by magnetic instruments inevitably fail, have been exhaustively studied by this officer. Over a period of the last two years he has perfected a system of navigation based upon entirely new conceptions of orientation and he has taken the lead in making the necessary technical arrangements by which the accurate execution of these first polar flights of the Royal Air Force were assured. The contribution which he has thus made to the accomplishment of the flights and the scientific data he was able to collect will undoubtedly have far-reaching effects. To obtain his readings, Wing Commander Maclure worked in the virtually unheated rear of the aircraft where temperatures down to 65 degrees of front were experienced for periods of eighteen to nineteen hours at a time without intermission. Without Wing Commander Maclure's extreme devotion to duty, the valuable scientific information would not have been obtained. The ingenuity and industry with which this officer has always applied himself to furtherance of air navigation has been most praiseworthy.

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MacMILLAN, F/L Arthur (C15711) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 7 December 1943 and AFRO 166/44 dated 28 January 1944. Born in Glasgow, Scotland, 14 January 1921; home in Cardiff, South Wales; enlisted in Winnipeg, 8 June 1939 as Master Mechanic (Transport). To No.110 (Army Cooperation) Squadron, 18 December 1939. Proceeded overseas with them; reclassified as Aero Engine Mechanic, 1 February 1940; promoted AC1, 1 May 1940 on remuster to Air Gunner. Promoted LAC, 1 August 1942. Commissioned 15 July 1942. Posted from No.419 Squadron to No.426 Squadron on formation of latter, 20 October 1942. Promoted Flying Officer and Flight Lieutenant, 30 October 1942. Squadron Gunnery Officer. Flew often with S/L (later W/C) L.Crooks. Repatriated 14 November 1943. To No.2 OTS, 1 January 1944. To No.14 EFTS, 10 March 1944. To No.10 SFTS, 11 August 1944. Qualified as pilot, 20 January 1945. To No.7 BGS, 15 April 1945. To Central Flying School, 5 May 1945. Reverted to Flying Officer in postwar RCAF, 1 October 1946 (19816). Promoted Flight Lieutenant, 1 January 1949. Promoted Squadron Leader, 1 January 1953. Presented with medal 5 November 1946. Killed during flying operations in Canada, 31 December 1954 (with F/L H.W. Mitchell, DFC).

This officer has completed many successful operations against the enemy in which he has displayed high skill, fortitude and devotion to duty.

Circumstances of Death: CF-100 18115 - 19816 S/L Arthur MacMillian, DFC(student) and 35682 F/L Harold Wallace Mitchell, DFC (instructor) were on an authorized instrument exercise as outlined in the OTU Instrument Conversion Syllabus of Training. Airborne at 1416 hours, 31

December 1954 in IFR conditions. At 1425 a radio transmission received requesting check bearings and steers. They were given six steers and two bearings. This was last radio contact. At 1530 hours the aircraft was seen to fly comparatively straight and then dive steeply and crash. Investigation showed that starboard engine was not running although there was no pre-impact fire. There may have been radio failure. Cause of accident (loss of control) obscure but contravention of flying procedure not considered.

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MacMILLAN, P/O George James Stuart (J18337) - **Distinguished Flying Cross** - No.51 Squadron - Award effective 10 January 1944 as per **London Gazette** dated 21 January 1944 and AFRO 410/44 dated 25 February 1944. Born in Oakdale, Saskatchewan, 16 March 1921; home in Delisle or Colville, Saskatchewan; enlisted in Saskatoon, 20 May 1941 and posted to No.2 Manning Depot. To No.7 BGS, 20 June 1941 (guard). To No.4 ITS, 14 July 1941; graduated and promoted LAC, 18 August 1941; posted next day to No.18 EFTS; ceased training and posted to Trenton, 3 September 1941; to No.1 WS, 10 October 1941; to No.1 BGS, 28 February 1942; graduated and promoted Sergeant, 30 March 1942. Date of overseas posting uncertain. Commissioned 1943. Invested with DFC at Buckingham Palace 11 August 1944. Repatriated November 1944. To No.4 SFTS, 15 January 1945. To "Y" Depot, Moncton, 5 March 1945. Taken on strength of No..3 PRC, Bournemouth, 10 March 1945. Repatriated by air, 13 June 1945. Retired 11 October 1945. RCAF photo PL-32523 (ex UK-13811 dated 23 August 1944) is a portrait. Died in Calgary, February 2001 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2001. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9153 has recommendation dated 17 November 1943 when he had flown 25 sorties (154 hours 40 minutes). He appears to have been in the same crew as P/O A.M. Davidson.

12 May 1943 - Duisburg (6.19)
13 May 1943 - Ruhr (5.43)
23 May 1943 - Dortmund (4.47)
25 May 1943 - Dusseldorf (5.12)
29 May 1943 - Wuppertal (5.42)
11 June 1943 - Dusseldorf (4.40)
9 July 1943 - Gelsenkirchen (5.30)
13 July 1943 - Aachen (5.16)
15 July 1943 - Montbeliard (7.44)
24 July 1943 - Hamburg (5.51)
27 July 1943 - Hamburg (5.25)
29 July 1943 - Hamburg (5.00)

2 August 1943 - 20 miles from Hamburg (target of last resort)
9 August 1943 - Mannheim (6.49)
10 August 1943 - Nuremburg (8.27)
12 August 1943 - Milan (9.40)
17 August 1943 - Peenemunde (7.47)
23 August 1943 - Berlin (7.38)
27 August 1943 - Nuremburg (7.23)
30 August 1943 - Munchen (4.26)
31 August 1943 - Berlin (7.52, Ju.88 claimed destroyed)
5 Sept 1943 - Mannheim (7.33)
15 Sept 1943 - Montlucon (6.31)
3 October 1943 - Kassel (6.59)
8 October 1943 - Hanover (5.39)

Pilot Officer MacMillan was posted to this squadron on 5th May 1943 and has since completed 25 operational sorties totalling 154.40 hours. He has at all times shown great keenness to operate against the enemy and has proved himself to be a Wireless Operator of exceptional skill whose coolness has greatly assisted in maintaining a high standard of morale amongst the members of his crew.

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MacMILLAN, F/L Robert Percival (J89274) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO 1704/45 dated 9 November 1945. Born 24 July 1923 in Victoria, British Columbia; home given variously as Victoria and Ottawa (student); enlisted in Vancouver, 29 April 1942 and posted to No.3 Manning Depot. To No.4 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.5 EFTS until 7 November 1942; graduated 9 January 1943 when posted to No.3 SFTS; graduated and promoted Sergeant, 30 April 1943. To "Y" Depot, 14 May 1943; to RAF overseas, 26 May 1943. Promoted Flight Sergeant, 30 October 1943. Commissioned 28 August 1944. Promoted Flying Officer, 28 February 1945. Repatriated 8 June 1945. Retired 24 July 1945. Medal sent by registered mail 24 February 1950.

This officer has taken part in many operations against such heavily defended targets as Cologne, Dusseldorf and Hanover, and he has invariably pressed home his attack with the utmost determination. On one occasion, whilst en route to Hanover, ice formed rapidly on the wings and fuselage soon after the take-off and control became difficult. In spite of this, Flight Lieutenant MacMillan pressed on and attacked the target. During the return journey the aircraft

encountered adverse weather. Nevertheless, this officer flew the aircraft safely back to base. At all times he has proved himself to be a pilot of great capability and has set a fine example to the members of the squadron.

DHH file 181.009 D.2618 (Library and Archives Canada RG.24 Volume 20627) had the original recommendation, drafted by W/C F.S. McCarthy, 19 April 1944 when he had flown 32 sorties (202 hours 20 minutes):

30 October 1944 - Cologne (6.25, second pilot)
4 November 1944 - Bochum (4.45)
6 November 1944 - Gelsenkirchen (5.25)
18 November 1944 - Munster (6.00)
21 November 1944 - Castrop Rauxel (6.55)
27 November 1944 - Neuss (5.40)
18 December 1944 - Duisburg (5.40)
24 December 1944 - Dusseldorf (4.35)
29 December 1944 - Spich (6.50)
30 December 1944 - Cologne (5.45)
2 January 1945 - Ludwigshaven (7.20)
5 January 1945 - Hanover (5.00)
6 January 1945 - Hanau (6.55)
28 January 1945 - Stuttgart (7.00)
4 February 1945 - Bonn (6.30)
7 February 1945 - Goch (6.05)
8 February 1945 - Wanne Eickel (6.15)
13 February 1945 - Bohlen (8.00)
20 February 1945 - Monheim (7.10)
21 February 1945 - Worms (7.10)
23 February 1945 - Essen (6.15)
24 February 1945 - Kamen (6.15)
1 March 1945 - Mannheim (7.00)
5 March 1945 - Chemnitz (8.45)
7 March 1945 - Hemmingstedt (6.20)
21 March 1945 - Rheine (5.10)
22 March 1945 - Dorstein (4.55)
24 March 1945 - Gladbeck (5.35)
31 March 1945 - Hamburg (5.20)
8 April 1945 - Hamburg (6.05)
10 April 1945 - Leipzig (7.45)
13 April 1945 - Kiel (6.50)

Flight Lieutenant MacMillan has completed a successful operational tour. Many of his missions have been against very heavily defended targets, such as Cologne, Dusseldorf, Ludwigshaven, Hanover and Stuttgart. He has displayed commendable skill and courage, and has invariably pressed home his attacks to good advantage. On a raid to Hanover, the aircraft gathered a heavy load of ice after take-off, which remained on the aircraft, rendering control extremely difficult and doubtful. In spite of this, and very high petrol consumption, Flight Lieutenant MacMillan pressed home a very accurate bombing attack and returned to this country through heavy rain and sleet, at a low altitude, which the aircraft condition made necessary.

He has at all times proved himself to be a captain of the highest capabilities, and by his crew discipline and eagerness to participate in operations, has set a very fine example to the rest of the squadron. It is strongly recommended that he be awarded the non-immediate Distinguished Flying Cross.

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MacMILLAN, F/L William Grant Douglas (C8837) - **Member, Order of the British Empire** - Station Lachine - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Home in Port Hope, Ontario. Enlisted in Toronto, 14 November 1941 as Administrative Officer and commissioned. To RAF overseas, 24 December 1941. Repatriated at uncertain date but likely 20 May 1942 when shown as being posted to a Personnel Transit Unit. Promoted Flying Officer, 14 May 1942. Promoted Flight Lieutenant, 1 May 1943. To No.31 Personnel Depot, 31 January 1944. To No.1 Training Command, 15 March 1944. To No.1 Air Command, 15 January 1945. To Lachine, 6 April 1945. Retired 11 February 1946. Presented with medal in Toronto, 18 October 1947. Governor General's Records (RG.7 Group 26, Volume 60, File 190-I, dossier 9) has citation to MBE.

All through the periods of heavy drafts of repatriated personnel from overseas, this officer has been most efficient in the performance of his duties and the expeditious manner in which transportation for such personnel was provided was largely due to his efforts. He has been conspicuous by his courteous attitude towards all personnel, his fine co-operative spirit and by his cheerful manner to all ranks, often under heavy pressure of work. The hours of duty required from this officer have been long and arduous, yet they have been performed in an exceptional way and have earned for him the respect and admiration of all who have been associated with him.

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MacMONAGLE, FS William Drisbrow (R83335, later J16341) - **Distinguished Flying Medal** - No.15 Squadron - Middle name also spelled "Desbro". Award effective 29 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO 232/43 dated 12 February 1943. American in the RCAF; born 25 November 1918 in Akron, Ohio; home there. Enlisted in Windsor, Ontario, 10 February 1941 and posted to No.1A Manning Depot. To Technical Training School, 14 March 1941. To No.1 ITS, 16 May 1941; graduated and promoted LAC, 21 June 1941 when posted to No.7 EFTS; graduated 8 August 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 24 October 1941. To "Y" Depot, 25 October 1941. To RAF overseas, 11 November 1941. Arrived overseas 12 December 1941, trained further at No.11 OTU (Bassingbourn). Promoted Flight Sergeant, 24 April 1942. Posted to No.7 Squadron, 17 July 1942. Posted to No.15 Squadron on 28 August 1942. Commissioned 19 November 1942. Posted to No.1657 Conversion Unit (Stradishall, Suffolk), 13 January 1943. Transferred to US forces, 25 January 1943. Retired 25 January 1943 on transfer to American forces. Medal presented at Buckingham Palace 13 April 1943. Photo PL-15734, taken after investiture, shows (front row) Flight Sergeant W.H.C. Leavitt, DFM, P/O Earle F. Warren of Regina, 2nd Lieutenant W.D. McMonaglean (ex-RCAF, now USAAF), F/L Gordon F. Goodall (Brantford) and in back row, Warrant Officer Desmond McCabe, F/O H.H. Wright (RAF with Canadians), P/O Frank F. Hamilton (Mazewood, Saskatchewan) and Flight Sergeant W.E. Egri (Abbotsford, British Columbia). Photo PL-15737, taken after investiture, shows (front row) P/O Earle F. Warren of Regina, 2nd Lieutenant W.D. McMonaglean (ex-RCAF, now USAAF), F/L Gordon F. Goodall (Brantford) and in back row, F/O H.H. Wright (RAF with Canadians), P/O Frank F. Hamilton (Mazewood, Saskatchewan) and Flight Sergeant W.E. Egri (Abbotsford, British Columbia). Photo PL-15738 shows Terence Garraghan of Sunderland, England, awarded DSM when he showed great courage during a hazardous and unescorted voyage to Murmansk, though aged only 16 and less than five feet tall. Examining his medal are (left) FS W.D. MacGonagle, DFM and (right) P/O Robert J. Oates, DFM. Cited with Sergeant E.F. Warren (RCAF).

In December 1942, Flight Sergeant MacMonagle and Flight Sergeant Warren were captain and mid-upper gunner, respectively, of an aircraft detailed to attack an airfield in Germany. When approaching the target their aircraft was intercepted and severely damaged by fire from two Messerschmitt 110s. Flight Sergeant Warren, although seriously wounded, shot one of the fighters down in flames by skilful evasive tactics. The remaining attacker was driven off and the target successfully bombed. On the return flight another Messerschmitt 110 attacked and further damage was inflicted on the bomber. The attacker was again beaten off and Flight Sergeant MacMonagle flew the disabled aircraft safely back to base. Throughout this hazardous operation these airmen displayed great coolness and courage.

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MacMURCHY, S/O Edith Evelyn (V30325) - **Mention in Despatches** - Station Sydney - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Ottawa, 4 June 1908. Public schooling to 1928. Attended Macdonald College, 1928-1930 (Institutional Administration). Other training, 1930-1931; living at home, 1931-1936. Dietitian, Royal Ottawa Sanatorium, 1936-1941. Enlisted in Ottawa, 13 November 1942 and commissioned as Section Officer that date. (Messing). Posted to No.7 Manning Depot on enlistment; placed in Equipment trade (changed to Messing trade as of 18 August 1944). To No.2 Composite Training School, Toronto, 29 December 1942. To "Y" Depot, Halifax, 22 January 1943. To Station Yarmouth, 1 July 1943. To Station Sydney, 16 February 1944. To Torbay, 15 February 1945. Promoted Flight Officer, 1 June 1945. To Station Summerside, 30 October 1945. Retired 7 January 1946. Certificate sent to Station Sydney, 4 July 1945. Died in Ottawa, 1992.

A conscientious and highly principled officer, and has worked untiringly and well within her duties as Messing Officer. Despite labour shortage and adverse situations she has, through her organizing ability and kindly firmness, overcome many difficult problems and to the admiration of all the standard of messing has been kept at a very high level.

Recommendation raised 11 January 1945 by G/C A.J. Hatchett-Taylor, Station Sydney, as follows:

A conscientious, highly principled officer who has worked untiringly and well in her duties as Messing Officer. Cheerfully overcoming labour shortages and adverse situations which would have daunted a less doughty soul, she has through her organising abilities and kindly firmness overcome difficulties so that the standard of messing might be kept high and has, in consequence, won the admiration and thanks of all ranks.

Note: Interviewed, 24 September 1941 by F/L R.H, Masterman - "Excellent experience (six years) as a Dietitian in the Royal Ottawa Sanitarium. Known to Flight Officer O. Jeffs of AMS-D SA. Looks the part. Would recommend."

Assessed 15 February 1944 on posting from Station Yarmouth - "Section Officer MacMurphy is indefatigable. No effort is too great, if the welfare of Station personnel is concerned. She is frequently on duty at. an early hour and also late in the evening, Thoroughly competent and reliable." (S/L J.F. Grant, Station Yarmouth).

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MacNAB, F/L Allan Graham (C11678) - **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 26 November 1905. Home in Mimico, Ontario; enlisted in Toronto, 15 May 1942 in Administrative Trade, posted to No.1 Manning Depot and immediately commissioned. To No.4 WS, 1 June 1942. To Trenton, 12 July 1942 for administrative course. To No.1 Training Command, 24 August 1942 for duties at Trenton. Promoted Flying Officer, 15 December 1942. To "Y" Depot, 20 June 1943; to United Kingdom, 15 July 1943. Promoted Flight Lieutenant, 15 May 1944. Repatriated 7 December 1945. Retired 19 January 1946.

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MacNAB, FS Bruce Campbell (R64116) - **Distinguished Flying Medal** - No.148 Squadron - Award effective 1 October 1942 as per **London Gazette** dated 6 October 1942 and AFRO 1653/42 dated 16 October 1942. Born 31 May 1919. Home in Milton, Ontario, 31 May 1919; educated in Milton, Hamilton Normal School. Enlisted in Hamilton, 18 April 1940. To No.1 ITS, 29 April 1940. To No.1 AOS, 23 May 1940; promoted LAC, 24 May 1940; to No.1 WS, 15 September 1940; to No.1 BGS, 19 January 1941. Graduated and promoted Sergeant, 15 February 1941. To Embarkation Depot, 11 March 1941; to RAF overseas, 8 May 1941. Commissioned with effect from 23 May 1942 (J15800). Medal presented at Buckingham Palace 23 February 1943. Repatriated 26 March 1943. To No.31 OTU, 28 May 1943. To No.34 OTU, 22 June 1943. To No.6 ITS, 3 December 1943. To No.20 EFTS, 10 March 1944. To No.16 SFTS, 1 July 1944. Qualified as pilot, 1 October 1944. To No.4 Release Centre, 30 March 1945. Retired 4 April 1945. RCAF photo PL-4503 (ex UK-239) is captioned as follows: "Five Sergeant Air Gunners belonging to a Canadian Bomber Squadron talk over the forthcoming and previous flights over enemy territory. Left to right they are Sergeant C.E. Hillmer (Toronto), Sergeant B.C. MacNabb (Milton, Ontario), Sergeant W.R. Suggitt (Toronto), Sergeant F.J. Tatro (Toronto), Sergeant A. Smith (Toronto)." Photo PL-15586 shows him in Western Desert. Applied for Operational Wings, 3 October 1944 while stationed at No.16 SFTS. Application checked by S/O O. Armstrong, 7 October 1944; sent to AMAS/D/Ops, 10 October 1944. Returned from AMAS/D/Ops, 12 October 1944. Operational wings mailed 27 October 1944 and gazetted in AFRO 2373 of 3 November 1944. Died at Milton, Ontario, 20 November 1998 as per **Legion Magazine** of September 1999.

This wireless operator has participated in operations against targets in Germany, the Western Desert, Greece, Crete, and Sicily, and since May, 1942, he has acted as signals leader in the squadron. His determination and devotion to duty have at all times been an outstanding example to others.

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MACNAIR, F/O Kenneth Alexander Cameron (J89665) - **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 4 October 1924 in Ross County, Scotland. Home in Didsbury, Alberta (student); enlisted in Calgary, 24 March 1943 and posted to No.3 Manning Depot. To No.7 BGS, 7 May 1943 (guard); to No.9 Pre-Aircrew Education Detachment, 30 May 1943; to No.1 Air Gunner Ground Training School, 25 June 1943; promoted LAC, 21 August 1943 and posted that date to No.9 BGS; 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, 1 April 1944. Commissioned 4 September 1944. Promoted Flying Officer, 4 March 1945. Repatriated 8 June 1945. To No.2 Air Command, 20 June 1945. To No.7 Release Centre, 15 October 1945. Retired 3 November 1945. Presented with medal 9 July 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8751 has recommendation dated 20 April 1945 when he had flown 56 sorties (302 hours), 8 February 1944 to 14 April 1945. NOTE: This document incorrectly gives his serial number as J98665. First two sorties (dropping leaflets) not counted as operations.

8 February 1944 - NICKEL (3.50)
3 March 1944 - NICKEL (5.00)
27 May 1944 - Bourg Leopold (4.25)
31 May 1944 - Au Fevre (4.20)
4 June 1944 - Calais (4.00)
5 June 1944 - Herville (4.20)
6 June 1944 - Conde sur Noix (6.05)
8 June 1944 - Mayenne (5.30)
14 June 1944 - Cambrai (4.05)
15 June 1944 - Boulogne (3.45)
16 June 1944 - Oisemont-Neuville-au-Bois (3.55)
14 July 1944 - Anderbeck (3.35)
18 July 1944 - Wesselring (5.25)
18 July 1944 - Caen (4.25)
20 July 1944 - Ferne de Grande Bois (3.30)
23 July 1944 - Longes (5.55)
25 July 1944 - Stuttgart (9.00)
28 July 1944 - Hamburg (4.50)
31 July 1944 - Coquereaux (4.25)
9 August 1944 - Lansville (3.50)

12 August 1944 - Brunswick (5.38)
14 August 1944 - Aisy (4.15)
15 August 1944 - Bay of Biscay (6.55)
18 August 1944 - Connantre (6.40)
28 August 1944 - Fresnoy (3.40)
15 September 1944 - Oslo (6.15)
24 September 1944 - Calais (4.10)
27 September 1944 - Sterkrade (5.40)
4 October 1944 - Oslo (6.35)
12 October 1944 - Wanne Eickel (4.50)
15 October 1944 - Wilhelmshaven (5.20)
28 October 1944 - Cologne (5.25)
2 November 1944 - Dusseldorf (5.45)
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 - Leipzig (6.35)
16 January 1945 - Zeitz (6.40)
22 January 1945 - Duisburg (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 - Misburg (6.15)
20 March 1945 - Heide (4.40)
31 March 1945 - Hamaburg (4.25)
14 April 1945 - Potsdam (7.25)

Pilot Officer MacNair is an outstanding Air Gunner in a very successful crew. He

is of a quiet nature, but possesses a fine offensive spirit and keenness for operational duty, which has inspired his crew to greater achievements.

Although placed in extreme personal danger he has disregarded this, and completed his duties to the fullest extent. His extreme devotion to duty and very cheerful manner are most commendable.

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MacNAUGHTON, F/O Albert Edward (J21806) - **Distinguished Flying Cross** - No.578 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 3 March 1911. Home in Winnipeg, Manitoba; enlisted there 29 September 1941 as Armourer and posted to No.1 Manning Depot. Reclassified as Clerk Accountant, 6 October 1941. To "CANRAF", 29 November 1941. The meaning of this is unclear as he is not posted overseas. Promoted AC1, 5 March 1942. Promoted LAC, 5 June 1942. Remustered to aircrew and posted to No.6 ITS on 4 July 1942; graduated 28 August 1942 and posted next day to No.1 AOS; graduated and commissioned, 18 December 1942. To "Y" Depot, 2 January 1943. To RAF overseas, 2 February 1944. Promoted Flying Officer, 18 June 1943. Repatriated 27 November 1944. Promoted Flight Lieutenant, 18 December 1944. To No.2 Air Command, 11 January 1945. To No.5 Release Centre, 2 January 1946. Retired 3 January 1946. Presented with medal 17 January 1948. Died in Vancouver, 28 June 2004 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2005.

This officer has completed a large number of sorties. He is a navigator of high merit and throughout his tour of duty he has displayed the highest standard of determination and devotion to duty. His coolness and resource in any emergency have set a very fine example.

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MacNEIL, F/O Dan Thomas (J85961) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 17 October 1915 in St.Margaret's Village, Nova Scotia; home there (teacher); enlisted in Halifax, 17 July 1940. To "R", 20 August 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 22 October 1940 when posted to No.1 EFTS; ceased training and posted to No.1 Manning Depot, 4 December 1940; to No.1 AOS, 31 March 1941; may have graduated 22 July 1941 but not posted to No.1 BGS until 30 July 1941; graduated 30 August 1941, promoted Sergeant and posted to No.2 ANS; graduated 28 September 1941. To Embarkation Depot, 30 September 1941. To RAF overseas, 19 October 1941. Promoted Flight Sergeant, 28 February 1942. Promoted WO2, 28 August 1942. Promoted WO1, 1 November

1942. Commissioned 29 March 1944. To RCAF Overseas Headquarters, 20 May 1944. Appears to have been returned to Canada for leave. Returned to Britain, 11 July 1944 (date of being taken on strength of No.3 PRC). Promoted Flying Officer, 29 September 1944. Repatriated 2 August 1945. Retired 2 October 1945. RCAF photo PL-33715 (ex UK-15731, 11 October 1944) shows F/L Art Bishop, AFC, DFM with navigator, P/O Don [sic, Dan] MacNeil, St. Margaret's, Nova Scotia. RCAF photo PL-40791 (ex UK-17173 dated 5 December 1944) shows three off-duty navigators of No.419 Squadron, viz F/L P.C. Thompson (Inisfree, Alberta), F/O Dan MacNeil (St. Margaret's, Nova Scotia (described as on his second tour), and F/O J.H. McKellar (Glencoe, Ontario). No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C M.E. Ferguson dated 15 February 1945 when he had flown 47 sorties (268 hours 20 minutes). First tour was on Stirlings, 27 sorties (28 July 1942 to 29 March 1943); second tour was 20 sorties (27 September 1944 to 5 January 1945). Medal presented in Halifax, 27 July 1949.

This navigator has completed his second tour while on 419 Squadron and during this time has shown a very high standard of efficiency. Throughout his second tour the results of his work and leadership made possible the completion of what, on the surface, appeared quite an uneventful tour.

Flying Officer MacNeil's work in the air was of a very high standard showing precision of timing and track keeping. By his example, through his work in the air and his constructive ideas and suggestions on the ground, he became very valuable to the section and an inspiration to all new navigators.

As a result of his individual endeavours I have no hesitation in recommending this officer for the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows; first tour on Stirlings, second on Lancasters:

28 July 1943 - Hamburg (1.35, duty not carried out)
31 July 1943 - Dusseldorf (4.20)
12 August 1943 - Mainz (6.10)
15 August 1943 - Dusseldorf (3.05, duty not carried out)
17 August 1943 - Osnabruck (6.05)
27 August 1943 - Kassel (4.25)
28 August 1943 - Nuremberg (7.10)
8 September 1943 - Frankfurt (1.30, duty not carried out)
9 September 1943 - Gardening (4.30)
13 September 1943 - Bremen (2.10, duty not carried out)

26 September 1943 - Gardening (6.40)
1 October 1943 - Lubeck (1.50, duty not carried out)
2 October 1943 - Krefeld (2.05, duty not carried out)
6 October 1943 - Osnabruck (4.55)
11 October 1943 - Gardening, Baltic (6.55)
12 October 1943 - Gardening, Bay of Biscay (7.40)
15 October 1943 - Cologne (4.25)
28 October 1943 - Gardening, Bay of Biscay (6.45)
6 November 1943 - Gardening, Bay of Biscay (8.00)
7 November 1943 - Genoa (8.55)
6 December 1943 - Mannheim (6.15)
9 December 1943 - Turin (8.30)
8 January 1943 - Gardening, Frisian Islands (3.50)
14 January 1943 - Gardening, Bay of Biscay (6.45)
22 March 1943 - Gardening, St. Nazaire (4.05, recalled)
27 March 1943 - Berlin (8.30)
29 March 1943 - Berlin (4.30, duty not carried out)

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27 September 1944 - Bottrop (5.35, day)
28 September 1944 - Cap Gris Nez (4.05)
4 October 1944 - Bergen (6.40, day)
6 October 1944 - Dortmund (6.55)
9 October 1944 - Bochum (6.15)
14 October 1944 - Duisburg (5.30, day)
14 October 1944 - Duisburg (6.20)
19 October 1944 - Stuttgart (7.40)
23 October 1944 - Essen (5.15)
25 October 1944 - Essen (5.55, day)
28 October 1944 - Cologne (6.35)
30 October 1944 - Cologne (6.20)
16 November 1944 - Julich (5.25)
21 November 1944 - Castrop Rauxel (7.10)
2 December 1944 - Hagen (6.35)
4 December 1944 - Karlsruhe (7.05)
6 December 1944 - Osnabruck (5.40)
15 December 1944 - Mannheim (6.35)
2 January 1945 - Merseburg (9.40)
5 January 1945 - Hanover (5.30)

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MacNEIL, F/L Donald Stewart (J25133) - **Air Force Cross** - No.519 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 20 November 1920. Enlisted in Halifax, 18 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 17 August 1940; posted that date to No.1 WS; to No.1 BGS, 20 December 1940. Graduated as WAG, 18 January 1941 and promoted Sergeant. To Embarkation Depot, 30 January 1941; to RAF overseas, 2 March 1941. Repatriated to Rockcliffe, 3 August 1941. Reclassified asw Aircraft Hand General Duties, 26 September 1941 and reduced to AC2. To No.5 Manning Depot, 29 April 1942; to No.5 ITS, 6 June 1942; graduated and promoted LAC, 1 August 1942; to No.2 EFTS, 12 September 1942; to No.1 SFTS, 7 November 1942. Graduated and promoted commissioned, 2 April 1943. To No.1 GRS, 16 April 1943. To No.31 OTU, 18 June 1943. To "Y" Depot, 21 September 1943. Taken on strength of \No.3 PRC, 8 October 1943. Promoted Flying Officer, 2 October 1943. Promoted Flight Lieutenant, 2 April 1945. Repatriated via Debert, 23 July 1945. Retired 11 September 1945. Died 24 March 2006 in New Glasgow, Nova Scotia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2006. No citation in AFRO. Public Records Office Air 2/9144 gives unit and has recommendation prepared when he had flown 920 hours, 450 on present duties and 300 in previous six months.

During the last twelve months, Flight Lieutenant MacNeil has completed 52 meteorological flights, many of them in extremely adverse weather. On one occasion he was flying north of the Arctic Circle when his aircraft was struck by lightning and sustained extensive damage, making it almost uncontrollable. On another occasion, at night, his aircraft was hit by anti-aircraft fire. One wing was holed, whilst the controls to one engine were severed, causing total failure of the electrical circuits, the hydraulic and the oxygen systems and flying instruments. On yet a third occasion he experienced engine failure when flying in low cloud and severe icing conditions. In each instance Flight Lieutenant MacNeil flew safely to base. This officer has shown the greatest coolness in the face of danger and his example of courage and devotion to duty has been most inspiring.

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MacNEIL, F/L John Joseph (J18500) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 18 February 1921 in Sydney, Nova Scotia; home there (shipping clerk); enlisted in Halifax, 29 August 1941. To No.1 Manning Depot, 21 September 1941. To No.8 BGS. 15 January 1942; graduated and promoted Sergeant, 2 March 1942. To "Y" Depot, 17 March 1942; to RAF overseas, 30 April 1942. Commissioned 21 July 1943. Promoted Flying Officer, 21 January 1944. Repatriated 2 August 1945. Retired 17 October 1945. Died in Sydney, Nova

Scotia, 10 August 1983 as per **Legion Magazine** of December 1983. Medal sent by registered mail 7 August 1949. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation dated 19 March 1945. It noted he had flown 41 sorties (265 hours ten minutes). First tour was as follows - No.428 Squadron (17 sorties between 16 February and 24 May 1943), No.419 Squadron (three sorties, 19-22 June 1943), No.428 Squadron (12 further sorties, 3 July to 30 August 1943) for a total of 195 hours 50 minutes. Second tour commenced 25 October 1944 with No.427. Recommendation read:

This officer has completed forty-one heavy operational bombing attacks against the enemy, eleven of them on his second tour. As Squadron Gunnery Leader, Flight Lieutenant MacNeil has set a splendid example to all gunners in his section, and although a member of a crew, has on several occasions replaced a gunner who has been hospitalized, thereby enabling the crew to participate in the bombing offensive against the enemy.

At all times he has displayed coolness and courage of the highest order, and has spent endless hours both in the air and on the ground improving the standard of all gunners in his section.

The sortie list was as follows:

With No.428 Squadron

16 February 1943 - Lorient (7.05)
18 February 1943 - Frisian Islands (3.55)
24 February 1943 - Wilhelmshaven (6.00)
26 February 1943 - Cologne (5.55)
2 March 1943 - Frisian Islands (6.05)
5 March 1943 - Essen (5.20)
14 March 1943 - Essen (5.05)
26 March 1943 - Duisburg (5.10)
28 March 1943 - St. Nazaire (6.15)
4 April 1943 - Kiel (6.55)
14 April 1943 - Stuttgart (8.00)
16 April 1943 - Mannheim (55 minutes, duty not carried out)
26 April 1943 - Duisburg (5.45)
28 April 1943 - Frisian Islands (5.15)
18 May 1943 - Gardening (6.50)
24 May 1943 - Duisburg (6.15)

With No.419 Squadron

19 June 1943 - Le Creusot (7.55)
21 June 1943 - Krefeld (5.00)
22 June 1943 - Gardening (6.00)

With No.428 Squadron

3 July 1943 - Cologne (6.30)
9 July 1943 - Gelsenkirchen (7.30)
13 July 1943 - Aachen (5.55)
24 July 1943 - Hamburg (6.00)
25 July 1943 - Essen (5.40)
9 August 1943 - Mannheim (8.25)
10 August 1943 - target name illegible (8.50)
12 August 1943 - Milan (9.45)
17 August 1943 - Peenemunde (7.55)
22 August 1943 - Leverkusen (7.10)
23 August 1943 - Berlin (8.10)
30 August 1943 - Gladbach (6.15)

With No.427 Squadron

25 October 1944 - Hamburg (5.00)
4 November 1944 - Bochum (5.50)
16 November 1944 - Julich (5.25)
18 November 1944 - Munster (6.00)
17 February 1945 - target name illegible (5.55)
21 February 1945 - Essen (6.20)
24 February 1945 - Kamen (1.10, duty not carried out)
3 March 1945 - Gardening (5.55)
11 March 1945 - Essen (6.20)
14 March 1945 - Zweibrucken (7.05)
15 March 1945 - Hagen (7.05)

Reference DHH file 181.009 D.2619 , Library and Archives RG.24 Volume 20628. On or about 30 May 1945 he was recommended by S/L C.C. Collins, No.427 Squadron, for the Air Force Cross. He was described as having flown 19 sorties (125 hours 35 minutes) on his second tour plus five hours 40 minutes non-operational time. Squadron Gunnery Leader. Not approved by

submission transcribed for the historical record:

Flight Lieutenant MacNeil has spent ten months at a Heavy Conversion Unit where, as Deputy Gunnery Leader, his aggressive spirit and technical ability was instrumental in raising the gunnery standard to a high level. His cheerful cooperation and determination to produce the maximum made him a valued member of the staff. The manner in which he carried out his many tasks has been an inspiration to all. I most strongly recommend that he be awarded the Air Force Cross.

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MacNEIL, P/O Malcolm (J87594) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 17 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 16 January 1920 in Glace Bay, Nova Scotia (obituary notice); home there and educated there (shipping clerk, member of the Volunteer Fire Department). Also known as a sprinter in the Maritimes. Joined Royal Canadian Artillery, May 1941. Transferred to RCAF in Halifax 16 December 1941 and posted to No.1 Manning Depot. To No.1 ITS, 28 March 1942; graduated and promoted LAC, 22 May 1942 but not posted until 4 July 1942 when sent to No.12 EFTS; ceased training and sent to Trenton, 25 July 1942; to No.8 BGS, 29 August 1942; may have graduated 30 October 1942 but not sent to No.1 AOS until 17 November 1942; graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 2 January 1943; to RAF overseas, 25 January 1943. Promoted Flight Sergeant, 18 June 1943. On proceeding overseas he flew one tour with No.207 Squadron and a second with No.83 Squadron. Commissioned 14 June 1944. Promoted Flying Officer, 2 August 1944. Repatriated to Canada, 31 December 1944. To Pennfield Ridge, 19 August 1945. To No.1 Release Centre, 4 September 1945. Retired 8 September 1945. Studied at St. Francis Xavier University and while supporting his family obtained a Masters Degree in Psychology, University of Ottawa, 1952. Joined the federal Public Service Commission from which he retired in 1985. Medal sent by registered mail 228 June 1949. Died in Ottawa, 29 October 2008. Formerly R137873. RCAF photo PL-33234 (ex UK-15513 dated 4 October 1944 is captioned as follows: "Grouped about the entrance of their dispersal bus are these young Canadians who are members of an RAF Bomber Command squadron overseas. Back row, F/O Tom Olsen, navigator of Toronto (DFC), FS Harry Loggin, navigator of Leduc, Alberta, F/O Jack Cartwright, pilot, of Toronto (DFC), P/O Harold Callon, air gunner, of Hamilton, Ontario; F/O Jack Beaton, bomb aimer, of Montreal (DFC); Front row, P/O Malcolm MacNeil, DFC, bomb aimer, of Glace Bay, Nova Scotia, FS Irving Simpson, air gunner, of Vancouver. (DFC)."

In August 1944 Pilot Officer MacNeil was bomb aimer of an aircraft detailed for a sortie against a target in France. During the operation the aircraft was

intercepted by enemy fighters and in the ensuing engagement sustained severe damage. The front gunner was trapped in his turret and the rear gunner lay severely injured as the aircraft fell out of control. The pilot succeeded in regaining control, however, and Pilot Officer MacNeil, who had displayed great coolness throughout, promptly went to the assistance of the front gunner whom he freed. He then went to the rear turret where he released the other injured comrade and gave him first aid. This done, he manned the rear turret until the English coast was reached. He displayed outstanding coolness and determination under most harassing circumstances. Pilot Officer MacNeil has completed a large number of sorties against a wide range of targets.

NOTE: Public Record Office Air 2/9160 has recommendation from the Officer Commanding, Station Coningsby, drafted 12 August 1944 when he had flown 36 sorties (192 hours 50 minutes). This date must be in error (perhaps 22 August) given that the action described was on 15 August. The drafting is also odd, mentioning a sortie "on the night of the 15th August 1944" but "detailed for a daylight raid on Bois de Casson."

Pilot Officer MacNeil has now participated in 36 operational sorties against the enemy, many of which have been on major and heavily defended targets in Germany. Throughout these operations, Pilot Officer MacNeil has proved himself to be a skilful and determined Bomb Aimer who displays coolness and courage under fire. He is a first class set operator as well as bomb aimer and has set an excellent example by his work both in the air and on the ground. His reliability even under the most arduous conditions has inspired the confidence of his Captain and crew. All his work with the squadron has been most praiseworthy.

On the night of the 15th August 1944, Pilot Officer MacNeil was bomb aimer and set operator in a Lancaster which was detailed for a daylight raid on Bois de Casson. His Lancaster was severely damaged by enemy fighters. Owing to this damage, the aircraft fell out of control so that the Captain gave orders for the crew to abandon aircraft by parachute. However, all the crew members could not obey this order, as the front gunner was trapped in his turret and the rear gunner was severely injured in his turret. Pilot Officer MacNeil refused to leave his comrades quite helpless and with complete disregard for his own safety, he went first to the assistance of the front gunner whom he successfully freed, and then to the rear turret where he managed to release the rear gunner and applied first aid treatment. Fortunately the Captain had been able to regain control of the aircraft when he cancelled the order to abandon, so that Pilot Officer MacNeil's courageous self-sacrifice did not result in him losing his life. As the

Lancaster was still over hostile territory, Pilot Officer MacNeil then manned the rear guns until the English coast had been reached.

This outstanding example of selfless devotion to duty is typical of the conduct of this bomb aimer. For his courage and devotion to duty he is strongly recommended for the immediate award of the Distinguished Flying Cross.

As a Sergeant with No.207 Squadron he was involved in the ditching of Lancaster DV243 on the night of 22/23 October 1943. A summary of the incident listed the crew as P/O J.A. Kelly (pilot), Sergeant S.C. Burleigh (flight engineer), Sergeant D.. Beech (navigator), Sergeant S.R. Lambert (WOP), Flight Sergeant J.C.D. Dow (mid-upper gunner, missing), Flight Sergeant C.J. Duggin (rear gunner) and Sergeant M. MacNeil (air bomber). Report as follows:

Lancaster DV243 of No.207 Squadron with the above crew was engaged on an operational sortie to Kassel on the night of 22/23 October 1943. Through some, as yet unidentified fault, after having bombed the target, this aircraft was thought to have been somewhere over southern Denmark. The captain, P/O Kelly, decided, while yet east of Bremen, that he would have insufficient fuel to reach the English coast and immediately ordered the institution of distress procedure. The wireless operator switched the IFF to "distress" and attempted to contact the appropriate M/F D/F Section. Unfortunately the Wireless Operator, for some time, owing to weak signals (although at 20,000 feet) could not make contact. However, he persisted and over a period of approximately two hours worked continuously at his set on various M/F Sections, as and when they were available, obtained the amazing succession of eleven three-bearing fixes as well as passing to the M/F D/F Section three GEE fixes obtained by the Navigator. The pilot, although he realized he would not reach England, decided it was definitely to his advantage to make every effort to get as close to it as possible and reached a position approximately 25 miles from the English coast, having remained in the air for **eight hours 15 minutes on 1,480 gallons of fuel.**

As a crew this was their first operational flight, although some members had done one or two operations before. The captain wisely interrogated his crew on the descent as to their knowledge of ditching stations and put them right, where wrong.

The pilot realised that there was a heavy sea running and that the wind speed was high but it was not until he had descended to 500 feet that he could judge drift. At this height he turned into wind and ditched the aircraft. In actual fact, the height of the waves was estimated at between 12 and 15 feet, and the wind

speed at between 25 and 30 miles per hour. The second impact of the aircraft on the water was described by the pilot as "horrible". The tail, aft of the mid-upper turret, was broken off, all four engines fell off, and the front turret was washed away. The crew were out of the aircraft and on the mainplane within 45 seconds, taking with them **all** their distress equipment and rations. It was unfortunately discovered that the dinghy was not attached to the aircraft and was, indeed, floating away. The captain jumped into the water in an attempt to bring the dinghy back to the aircraft, but was unsuccessful and the whole crew had to jump for it. The Flight Engineer and Mid-Upper Gunner were late in jumping, and finally decided to do so only when the starboard undercarriage wheel appeared floating on the surface. They jumped for this but were unable to reach it. The Flight Engineer was back-washed onto the starboard wing; unfortunately the Mid-Upper Gunner was washed out towards the wing tip and away from the aircraft, and was last seen flashing his electric torch. The Flight Engineer remained on the wing until rescued.

Within an hour and a half of ditching two destroyers were on the scene and one rescued those in the dinghy and the other within two hours picked up the Flight Engineer from the still-floating aircraft. This aircraft in spite of all the damage sustained floated for **14 ½ hours** and finally sank during salvage operations.

Area Combined Headquarters with nearly two hours to sort out M/F fixes, GEE fixes and the broad beam IFF plot, were able to pass the ditching position 52-40 North 02-09 East to the Navy, and the crew was actually picked up at the position 52-39 North 02-08 East.

Conclusions:

If you institute distress procedure early, you increase your chances of rescue tremendously.

Regular dinghy drills and lectures on distress procedure enabled this crew to carry out a very successful ditching almost automatically.

There is no need to regard this ditching as lucky. One and all, you can do the same provided you have regular practice in drill and absolute knowledge of your procedure.

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MacNEIL, F/O William Carlton (J85606) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 765/45 dated 4 May 1945. Born 12 November 1921. Home in Vancouver; enlisted there 11 June 1942 and posted to No.3 Manning Depot. To No.12 SFTS (guard), 1 August 1942. To No.2 ITS, 12 September 1942; graduated and promoted LAC, 7 November 1942 but not posted to No.15 EFTS until 21 November 1942; may have graduated 5 February 1943 but not posted to No.12 SFTS until 20 February 1943; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 25 June 1943; to United Kingdom, 29 June 1943. Commissioned 25 March 1944. Promoted Flying Officer, 25 September 1944. Repatriated 27 November 1944. To Western Air Command, 16 January 1945. To No.122 (Communications) Squadron, 8 February 1945. To "Y" Depot, 20 April 1945. To United Kingdom again, 8 May 1945. Repatriated 23 December 1945. Postwar pharmacist. Died in Vancouver, 6 August 2014. Retired 9 February 1946. Medal presented in Vancouver, 22 October 1949. RCAF photo PL-46427 (ex UK-23888 dated 28 December 1945) is captioned as follows: "F/O W.C. MacNeil, DFC of Vancouver married a Vancouver Leading Airwoman, L. Barlow at St. Saviors Church in London in December. The bride is the daughter of Mrs. Mina Barlow of Vancouver and the groom the son of Mr. D.H. MacNeil. LAW D.E. George of Toronto and F/O R.C. Hawkes of Vancouver acted as attendants."

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.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has recommendation raised by Commanding Officer, No.415 Squadron, date uncertain but about 25 September 1944 when he had completed 30 sorties (133 hours 40 minutes): Submission as follows:

14 June 1944 - St.Pol (3.55)
16 June 1944 - Sautrecourt (4.35)
17 June 1944 - Oisemont (4.10)
27 June 1944 - Foret de Eauvy (4.20)
18 June 1944 - Versailles (5.20, second pilot)
1 July 1944 - Biennais (4.20)
4 July 1944 - Biennais (4.30)
6 July 1944 - Conquereaux (4.35)
7 July 1944 - Caen (4.35)
12 July 1944 - Thiverny (4.40)
15 July 1944 - Nucourt (4.45)
18 July 1944 - Caen (4.30)
20 July 1944 - Ferme de Forestel (4.30)
25 July 1944 - Stuttgart (8.15)

28 July 1944 - Hamburg (5.25)
30 July 1944 - Amaye sur Seulle (4.40)
3 August 1944 - Foret de Nieppe (4.05)
5 August 1944 - St. Leu d'Esserent (5.20)
7 August 1944 - La Hogue (4.20)
8 August 1944 - Foret de Chantilly (5.15)
9 August 1944 - Foret de Nieppe (3.45)
10 August 1944 - La Pallice/La Rochelle (6.35)
12 August 1944 - Foret de Montrichard (5.30)
25 August 1944 - Brest (4.40)
3 September 1944 - Volkel (3.15)
9 September 1944 - Le Havre (5.55)
13 September 1944 - Osnabruck (4.30)
15 September 1944 - Kiel (1.30, duty not carried out)
17 September 1944 - Boulogne (3.50)
28 September 1944 - Calais (4.00)

One night in September 1944 this officer was captain on an aircraft detailed to attack Kiel. Shortly after leaving his base at approximately 2,000 feet the starboard outer engine failed. After consultation with the Flight Engineer, Pilot Officer MacNeil decided that it was still possible to continue to the target and accordingly course was set. Five minutes after setting the course the starboard inner engine began to give trouble and this development necessitated a decision being taken to divert from said course and head for sea in order that the bomb load could be jettisoned. Despite great difficulty being experienced in keeping his aircraft at safe height and the necessary airspeed maintained, Pilot Officer MacPhail succeeded in successfully completing the jettisoning of his bomb load, 50 miles out over [the] sea; after jettisoning he piloted his aircraft safely back over land and after making a normal two engine circuit successfully landed his aircraft at Carnaby. Pilot Officer MacNeil by his skill and coolness in this emergency was solely responsible for the safe return of his crew and aircraft. This officer has now completed 30 operational trips against a varied list of enemy targets and he has at all times displayed a high standard of courage, determination and skill during said trips. It is most strongly recommended that for this particularly brilliant display of flying skill that Pilot Officer MacNeil be rewarded by the immediate award of the Distinguished Flying Cross.

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MacNEILL, F/L George Edmund (J17615) - **Croix de Guerre (France)** - No.437 Squadron (AFRO)

identifies unit only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 16 April 1918. Home in Burt's Corner, New Brunswick; enlisted in Moncton, 5 June 1941. Trained at No.4 WS (graduated 11 April 1942) and No.9 BGS (graduated 30 May 1942). Wartime postings uncertain, although DHist file 181.009 D.1637 (RG.24 Vol.1637) has application for 1939-1945 Star which confirms No.437 connection, states he had arrived in UK, 6 November 1942 and engaged in several flights between there and North Africa, to 15 October 1943. Rejoined RCAF as Air Cadet Officer, Prince Rupert (300921). Flying Officer on enlistment; promoted Flight Lieutenant, 1 May 1955. Attended numerous Cadet Camps. Released 6 September 1961. DHist file 181.009 D.4855 (RG.24 Vol.20657) lists several nominees for this award, and ties him to No.437 Squadron. Public Records Office Air 2/9645 has citation.

Early on D-Day, this officer flew as wireless operator and jump master on the paratroop operation to Normandy, and returned on the evening of the same day to drop supplies to the airborne troops. On 20th August, 1944, his aircraft was detailed to drop supplies to an armoured division which had become isolated near Falaise. The aircraft was met with intense fire from the ground and all other members of the crew were wounded. The aircraft was so badly damaged that it had to be force landed. Flight Lieutenant MacNeil immediately gave first aid to the navigator, who was severely wounded, and supported him to prevent further injury during the landing. He completely ignored his own safety. Flight Lieutenant MacNeill has participated in all the airborne operations since D-Day and by his coolness and devotion to duty has inspired the whole of the squadron personnel.

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MacNEILL, F/L Hamish Campbell (J11627) - **Member, Order of the British Empire** - No.437 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 22 July 1908 in Argyllshire, Scotland. Educated in Scotland. Stock clerk in London, Ontario, 1926-1929 where he was also in the Militia (London Scottish Regiment). Farm labourer, 1930 to 1933. Seasonal logger thereafter. Home in Vancouver when he enlisted there, 20 June 1941. To No.2 Manning Depot, Brandon, 7 July 1941. To No.4 SFTS, Saskatoon (guard), 15 August 1941. To No.4 ITS, Edmonton, 26 September 1941; graduated and promoted LAC, 23 November 1941; posted next day to No.2 AOS, Edmonton; graduated 28 February 1942 and posted next day to No.8 BGS, Lethbridge; graduated and promoted Sergeant, 11 April 1942; posted next day to No.1 ANS, Rivers; graduated and commissioned, 11 May 1942; to No.31 OTU, Debart, 26 May 1942. To Ferry Command, 1 July 1942. Promoted Flying Officer, 11 November 1942. Promoted Flight Lieutenant, 11 May 1944. Numerous temporary duty movements as part of ferry operations. Attached from No.45 Group Headquarters to Headquarters, Transport Command, 28 May 1944 for undetermined time. Arrived in Britain on posting, 24 September 1944. To No.437 Squadron, 26 September 1944. Repatriated 22 October 1945. Retired 4 December 1945. No citation in AFRO or biographical file. DHist file 181.009 D.4855 (RG.24 Vol.20657) has recommendation from No.437 Squadron dated 9 June 1945. Unit navigation officer. RCAF photo PL-33815 (ex-

UK-16161, 25 October 1944) show F/L H.C. MacNeill of Peachland, British Columbia, F/L J.L. Robertson of Montreal and F/O R.S. Coleman of Toronto. Medal presented 21 February 1948. Died in Kelowna, British Columbia, 30 June 1981 as per British Columbia Vital Statistics.

Flight Lieutenant MacNeill joined this unit on its formation in September 1944, as Squadron Navigation Officer. Prior to that he operated for a considerable length of time as a navigator on the trans-Atlantic ferry flights.

As Squadron Navigation Officer he is responsible for the navigational efficiency of some fifty crews. This work he has carried out in a most exemplary manner, often going beyond his normal call of duty to ensure that the navigators were trained to the highest standard. By his own cheerfulness, efficiency and keenness he built up a navigation section comparable to the best in the service.

Above his normal administrative duties he was called upon to act as Navigator in the Squadron Commander's crew and at all times by his cool courage, determination and devotion to duty was an inspiration to everyone who worked with him.

Notes: Reported 62 operational sorties with No.437 Squadron plus 19 trans-Atlantic flights; two of these involved deliveries from Montreal to Cairo and Karachi.

On form dated 9 October 1945 he stated he had flown the following types in all postings: Catalina (167.20); Hudson (40.05), Liberator (144.50); Lancaster (30.35); Wellington (44.10); Dakota (422.25), Hampden (24.25).

Selected Assessments: "A satisfactory officer. Recommended for promotion." (S/L F.M. Gobeil, 16 December 1942).

"Very good navigator who has completed nine transatlantic delivery flights. Steady, hard-working and dependable." (S/L W.G. Franklin, No.45 Group, 1 September 1943).

"This officer has made 15 transatlantic deliveries. His navigation has been exceptionally good throughout and he has had excellent reports from his captains." (F/L C.W. Roberts, No.45 Group, 24 April 1944; endorsed by W/C B.A. Coventry).

"A most capable navigator who worked extremely hard and achieved very good results. A very sound instructor and a well balanced and reliable officer." (Extract from a report of a Central Navigation School course in England, 1 September 1944).

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MacPHERSON, P/O Bruce Edward (J7236) - **Mention in Despatches** - Overseas - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943.

Born 8 September 1920. Home in St.Thomas, Ontario; enlisted in London, Ontario, 19 December 1940. To No.1 Manning Depot, 19 December 1940. To No.1A Manning Depot, 8 January 1941. To No.1 BGS (non-flying duties), 8 February 1941. To No.3 ITS, 23 March 1941; promoted LAC, 4 May 1941. To No.4 EFTS, 4 May 1941. To No.9 SFTS, 21 June 1941; graduated and commissioned, 1 September 1941. To Embarkation Depot, 2 September 1941. To RAF overseas, 18 September 1941. Promoted Flying Officer, 1 September 1942. Promoted Flight Lieutenant, 1 August 1943. Repatriated to Canada, 23 September 1943. To No.1 OTU, Bagotville, 1 November 1943. To "Y" Depot, Halifax, 5 June 1944. Taken on strength of No.3 PRC, Bournemouth, 16 June 1944. Repatriated 1 June 1945. To No.1 Composite Training School, 12 June 1945. Released 18 September 1945. Died in Thunder Bay, Ontario, 25 October 1986 as per **Legion Magazine** of December 1986/January 1987. This may be an error or a case of mistaken identity as newsletter of the Central Wing, Canadian Fighter Pilots Association states that he had died on 10 January 2008. It further stated that he had served in No.412 Squadron in 1942, then with No.93 Squadron in North Africa. It further stated that he had "survived a voyage to Murmansk as a Hurricane pilot". He had then returned to No.412 Squadron. After the war he had attended University of Toronto Medical School, graduated in 1950, and practiced at Humber Memorial Hospital until 2000, aged 80. Photo PL-2767 taken at Initial Training School; shows Sergeant R.W. Follett (Toronto), AC2 K.R. Norman (St, Thomas). AC2 T.L. Wright (Collingwood), MacPherson, and H.M. Laflamme (Wales, Ontario). Photo PL-15479 shows him getting out of Spitfire cockpit in North Africa. No citation. DHist card has pencilled notation, "No.412 Squadron".

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MacPHERSON, W/C Ewart Gladstone (C557) - **Officer, Legion of Merit (United States)** - Award effective 18 March 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. Born in Orangeville, Ontario, 18 April 1898; educated there and attended Militia Camp, 1913 and 1914 with Peel Regiment. . Enlisted 8 December 1915 in 164th Battalion, CEF, proceeded to England, 10 April 1916. Attained rank of Company Sergeant Major, 5 May 1916. Did not go to France. To No.2 Officer Cadet Wing, Winchester, 29 March 1917. Appointed Cadet, Royal Flying Corps, 29 August 1917. To No.1 Officer Cadet Wing, Denham, 8 September 1917. Commissioned as Temporary Second Lieutenant, 8 November 1917. To Central Flying School, Upavon, 17 November 1917. Graded as Flying Officer, 22 January 1918. Lieutenant, Royal Air Force, 1 April 1918. To No.3 Flying School, 28 October 1918. To No.201 Squadron, France, 2 November 1918. To Repatriation Camp, Winchester, 2 February 1919. To Repatriation Camp, Shorncliffe, 29 March 1919. Placed on Unemployed List, 20 May 1919. To School of Special Flying, Camp Borden, 19 November 1920. On 10 December 1920 F/O E.G. Fullerton wrote, " This officer did not require much dual on account of having flown all summer, and only required time to get the feel of the machine. His steep turns and landings were very good, and he has pretty good judgement in forced landings. He would make a good pilot on light machines." Reported to No.1 Wing, Camp Borden, 6 December 1920 for refresher flying on DH.9 aircraft but did not go solo owing to shortage of aircraft and poor weather. Between the wars worked in Saskatchewan

in a number of companies listed as Rex Fruit Company (one year), Western Aeroplane Company, Moose Jaw (two years as pilot and manager), Caulder's Creamery, Moose Jaw (clerk, two years), Western Creameries, Moose Jaw (two years, manager), Saskatchewan Co-Op Creameries, Regina (two years, advertising manager), Crawford Harris Advertising, Regina (three years as manager) and J.J. Gibbons Advertising, Regina (three years). Joined RCAF Auxiliary, 5 October 1932 in rank of Flying Officer. Promoted Flight Lieutenant, 1 November 1936. Awarded King's Coronation Medal, 29 September 1937. Served with No.20 (B) Squadron, 1 November 1936 with S/L R.A. Delhaye until mobilized to full-time duty, 6 September 1939, having meanwhile attended an Armament Course at Trenton, 11-22 October 1938 which was not completed. To Station Vancouver, 5 November 1939. To Western Air Command Headquarters; 3 January 1940; to No.4 Training Command Headquarters, 6 June 1940; to No.2 ITS (Regina, 13 June 1940; promoted Squadron Leader, 1 September 1940; to No.1 ITS (Toronto, 26 March 1941; to No.2 ITS again, 23 June 1941; promoted Wing Commander, 1 August 1941; to No.4 Training Command, Edmonton, 31 March 1943; to No.2 ITS, 3 April 1943; to No.4 ITS, 25 April 1943; to No.4 Training Command Headquarters, Calgary, 10 November 1944; to No.2 Air Command Headquarters, Winnipeg, 30 November 1944. Retired 19 January 1945. Died in Vancouver, 17 June 1989 as per British Columbia Vital Statistics. RCAF photo PL1618 and PL-1619 shows S/L E.G. Macpherson and F/O C.W. McLeod, 1940. Award presented in Winnipeg, 11 April 1946 by Colonel Harry J. Keiling, Deputy Commander, Alaskan Division, Air Transport Command. Colonel Francis J. Graling, writing to AFHQ, 9 March 1946, provided citation.

Wing Commander Edward G. MacPherson performed outstanding services from April 1943 to November 1944 as Officer Commanding, No.4 Initial Training School, Royal Canadian Air Force, Edmonton, Alberta, Canada. He gave unsparingly of his personal assistance, as well as the facilities and services of his organization, to aid the United States Forces in accomplishing their mission in northwest Canada.

Notes: Of his First World War flying, the following note was dated 12 November 1918 and signed by Lieutenant-Colonel J. Scott, MC (Commandant, Central Flying School):

This officer acted as Instructor at the Central Flying School for over six months, and has done excellent work in that capacity. He attended the Gosport course, being classed in Category B.1 signifying that he was a competent Scout Instructor. He is a good pilot, and a keen and hard working officer of an excellent type.

On a form of uncertain date he stated he had flown 75 hours as a pupil (50 on Avros and 25 on Pups), 200 hours as an Instructor (Avros), 150 hours on Camels (training and in France), one hour on Dolphins, and about 1,100 hours on JN-4s in barnstorming. In application for Commercial Air Pilot Certificate (12 May 1920) he gave more precise figures - Avro (329.10), Pup (26.10), Sopwith Two-Seater (2.30 at CFS), Dolphin (50 minutes) and Camel (51.30). Also on 12 May 1920, Examiner L.S. Breadner in a JN-4 administered his flying test - a flight from Moose Jaw to Regina and back (about 160 miles total), 1.35 to 4.10 p.m. Breadner also gave him a five-minute night test and noted that Macpherson had been "Bumpy - tail too high but saved OK off the bounce." The exam also included a Technical Examination which had the following headings:

(a) Theoretical knowledge of the resistance of the air as concerns its effects on wings and tail planes, rudders, elevators and propellers; functions on the different parts of the machine and of their controls ("Fairly Good").

(b) Assembling of flying machines and their different parts. ("Fair").

(c) Practical tests on rigging ("Fair")

(d) General knowledge of internal combustion engines, including functions of the various parts; a general knowledge of the construction, assembling, adjustment and characteristics of aero-engines ("Fair")

(e) Causes of the faulty running of engines and of breakdown. ("Fairly good")

(f) Practical tests in running repairs ("Fairly good.")

(g) Knowledge of rules as to lights and signals, rules of the air, and rules for traffic on and in the vicinity of aerodromes and seaplane station. ("Fair")

(h) Practical knowledge of special conditions of air traffic and of international air legislation ("Fair")

(i) Map reading, orientation, location of position, elementary meteorology ("Fair").

A telegram from Weyburn, 13 June 1921 signed "Goulding" stated that he had "Failed on rigging test for Air Engineer's Certificate."

In a letter dated 26 May 1928 to J.A. Wilson (asking to be appointed a Flying Club instructor) he described his commercial flying as follows:

I have approximately 1,500 hours flying to my credit, about 1,000 hours of which were put in since the war. Your records there will inform you regarding the activities of what was known as the Western Aeroplane Company Limited, which carried on commercial aviation in Moose Jaw during the years 1920, 1921 and 1922. I was Secretary-Treasurer and chief pilot for the Company. We flew three Curtiss machines, registered as G-CAACm G-CAAL and G-CABW - if I remember correctly. I flew for two or three summers, carrying hundreds of passengers in various parts of this province and did not meet with any accidents. I attended a refresher course at Camp Borden in the late fall of 1920.

Flying Accident: Letter dated 29 June 1937, F/L E.G. Macpherson to Commanding Officer, No.20 (Bomber) Squadron, Regina, re "Damage to Aircraft No.105":

1. With reference to Flight Report No.12 dated 23 June 1937, the following additional information concerning the damage to aircraft No.105 is tendered.

2. When at 1725 hours, 23 June 1937, I was flying in formation with aircraft Nos.105 and 65, over a dust cloud en route to Saskatoon, and the other two aircraft descended into the dust, fearing I might become involved in a collision, under conditions of poor visibility, I chose to continue flying the original course until, as I judged, I should be in the vicinity of the destination, Saskatoon. At 1755 hours the ground was still obscured by dust so I descended but was unable to pinpoint my position. I landed in a field adjacent to one in which a farmer was working. After I landed he came over and informed me that I was two miles east of Vonda. I requested him to assist me in taxiing by holding a wing tip. I taxied to the leeward end of the field and was about to make a left turn into wind preparatory to taking off when the farmer was assisting me suddenly let go the wing tip and departed to attend his horses, which were becoming restive on account of the proximity of the aircraft. I attempted to turn into wind unassisted. A strong gust of wind caught the left wing and the aeroplane went up on its nose. The engine was running slowly at the time and no appreciable shock or jolt was felt. The engine stopped with the airscrew parallel to the ground but in the earth. At the time a west wind of about 35 m.p.h. was blowing. Assisted by the farmer I righted the aircraft, pegged it down, and covered the airscrew, engine and cockpits. I requested the farmer to keep a lookout for the aircraft and proceeded to Vonda where I spent the night.

3. On the morning of June 24th I surveyed the damage and considered that the engine and airframe were serviceable but found that one blade of the airscrew was bowed, I enlisted the services of a local garage owner and by means of a jack and two chains straightened the airscrew. The engine was rough at idling speeds but at higher speeds there appeared to be no excessive vibration. I took off and flew to Saskatoon.

4. At Saskatoon the flying club air engineer checked over the aircraft and engine and said that he considered it in condition fit to fly. Weather conditions were unsuitable on the 24th June so I delayed my return to Regina until 25th June. During the flight from Saskatoon to Regina, the aircraft and engine performed in a normal manner.

Assessments: His report for 1937 was quite positive, although he flew only two hours 25 minutes dual and 18 hours 45 minutes solo on Moth aircraft. S/L Delhaye wrote, "This officer is smart in appearance, knows how to handle men and sets a good example to the other officers. He is efficient and very loyal. Has shown a great interest in the squadron and at all times has given me his very best effort.

In 1938 his business kept him away and he flew only nine hours 15 minutes as a pilot and three

hours 35 minutes as a passenger.

He proved to be a difficult officer in wartime. In 1940 he indicated that he would rather serve in Regina to keep in touch with his business, but when given a choice - business or the air force - he chose the air force. He was nevertheless allowed to stay with No.2 ITS, Regina for an extended period, but on 18 April 1942 Air Commodore G.R. Howsam wrote that his continued connections, even informally through friends, did not set a good example for RCAF personnel. Howsam repeated this in an assessment dated 31 December 1942 - "A good Commanding Officer of a non-flying unit, but has now been stationed too long in his home town. He should therefore be moved in the interests of the service."

He was efficient, but not promoted beyond Wing Commander and never posted to a unit requiring higher rank. It is evident that he became more resentful, and on 22 November 1943 the Air Officer Commanding, No.4 Training Command, wrote:

The Commanding Officer, Wing Commander McPherson, is an aggressive, self-opinionated officer who has an exaggerated opinion of his own ability. He is not satisfied to abide by Service Regulations, and is frequently critical of Air Staff decisions, such as the wearing of Battle Dress off the station. Organization generally satisfactory except that innovations are made at times in a hurried manner, without proper authority and without thinking the matter out fully. Administration average; discipline satisfactory.

Coronation Medal: Routine Order No.42 dated 29 September 1937 (issued by S/L R.A. Delhaye) listed eight members of the squadron as receiving the Coronation Medal - F/L E.G. Macpherson, 656 Flight Sergeant L. Dawson, 12012NP Corporal T.M. Shadbolt, 1979 LAC E.E. O'Brien, 12029NP AC2 R.G. Brown, 12006NP AC2 C.W. Trevena, 12014NP AC2 . Vanchuk, and 12042NP AC2 P.R. Wright.

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MacPHERSON, F/L Stanley Winslow (J9241) - **Mention in Despatches** - No.5 (BR) Squadron - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. See **Field of Honour** (Bank of Montreal, c.1950). Born 17 March 1920. Home in Prince Alberta, Saskatchewan (bank employee) ; enlisted in Regina, 6 March 1941 and granted Leave Without Pay until 15 March 1941 when posted to No.2 Manning Depot. To No.36 SFTS (non-flying duties), 2 May 1941. To No.2 ITS, 9 June 1941; promoted LAC 25 July 1941; to No.6 EFTS, 26 July 1941; to No.4 SFTS, 12 September 1941; promoted Sergeant, 3 December 1941, although he may have been commissioned soon afterwards. To No.31 GRS, 26 December 1941. To No.113 (BR) Squadron, 2 March 1942. Promoted Flying Officer, 1 October 1942. To No.1 GRS, 14 July 1943. To No.3 OTU, 30 August 1943. To No.5 (BR) Squadron, 12 December 1943. Promoted Flight Lieutenant, 4 August 1944. To Halifax, 16 June 1945. To No.1 Technical Support Unit, 6 July 1945. Released 18 October 1945. Died in West Vancouver, 28 August 2012.

The enthusiastic manner in which this officer has discharged his duties throughout his tour of operations have set a fine example for other captains and resulted in an attack on an enemy U-boat. Although no evidence of damage was indicated the initiative displayed by this officer was most commendable and indicative of the type of work he has performed throughout his operational career.

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MacQUEEN, Sergeant Adam Bruce (R54355) - **British Empire Medal** - No.2 Service Flying Training School. Award effective 8 June 1944 as per **Canada Gazette** of that date and RCAF Routine Order 1380/44 dated 30 June 1944. Born 28 February 1911 in Berwick, Ontario; educated there and worked as a carpenter. Enlisted in Ottawa 21 August 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 6 September 1940. Promoted AC1, 18 January 1941. To No.5 SFTS, 3 February 1941. Promoted LAC, 1 July 1941. To No.16 SFTS, 13 August 1941. To No.2 SFTS, 3 September 1941. This was a compassionate posting to enable to visit his mother (who lived alone in Berwick). Promoted Corporal, 1 May 1942. Promoted Sergeant, 1 March 1943. To "Y" Depot, Halifax, 29 September 1944. Embarked from Halifax, 4 October 1944; disembarked in Britain, 12 October 1944. Taken on strength of No.3 PRC, Bournemouth, 13 October 1944. To No.62 Base, 9 December 1944. Attached to A.V. Roe, 28 January to 11 February 1945. Repatriated to Canada, 16 November 1945. To Mountain View, 21 December 1945. Released 25 January 1946. Died in Finch, Ontario, 1982. RCAF photo PL-41530 (ex UK-18383 dated 28 January 1945) taken on occasion of visit to No.6 Group by Hon. John Bracken (leader, Conservative Party), here shown talking to LAC N.D. Sim (aero engine mechanic, Lacombe, Alberta) and Sergeant A.B. MacQueen (airframe mechanic, Berwick, Ontario). RCAF photo PL-44954 (ex UK-22388 dated 29 June 1945) shows him following investiture of 26 June 1945 with friends F/L G.M. Cosselman and his wife in courtyard of Buckingham Palace.

Throughout this NCO's service in the Royal Canadian Air Force, his record has been one of hard work, an excellent knowledge of his trade and willing co-operation with his superiors. By his outstanding efficiency and devotion to duty, he has set an example to his men and contributed largely to the successful operation of the servicing squadron on his unit.

Recommendation raised 5 February 1944 by S/L T.P.L. Bellow, in charge of Maintenance, as follows:

Sergeant MacQueen has served in the RCAF since 1940. His record has been one of hard work, a high degree of knowledge in his trade and willing co-operation with his superiors. He has, in his devotion to duty, set an example to his men and contributed largely to the successful operation of Servicing Squadron>

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MacQUOID, F/O Raymond Charles (J5801) - **Mention in Despatches** - No.414 Squadron - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born 11 April 1918. Home in St.Andrews, New Brunswick; enlisted in Moncton, 23 October 1940 and posted to No.2 Manning Depot, Brandon. To No.1 ANS, Rivers (non-flying duties), 28 November 1940. To No.2 ITS, 23 December 1940. Promoted LAC, 7 February 1941 and posted that dated to No.8 EFTS; graduated 29 March 1941 and posted to No.2 Manning Depot; to No.10 SFTS, 9 April 1941; graduated and commissioned 22 June 1941. To Embarkation Depot, 5 July 1941. To RAF overseas, 12 July 1941. To RAF overseas, 16 July 1941. Subsequently taken on strength of No.3 PRC. To No.41 OTU, date uncertain. To No.414 Squadron, 20 October 1941. Promoted Flying Officer, 22 June 1942. Killed in action 1 April 1943 (Mustang AG525). No citation. NOTE: Unit identified in AFRO as No.400 Squadron. No published citation to award. Directorate of History and Heritage files have recommendation for MiD compiled by W/C R.F. Begg, Commanding Officer, No.414 Squadron on 23 August 1942.

During the Battle of Dieppe on 19th August 1942, this officer accompanied his Flight Commander on two low reconnaissances over the approaches to the battle area. During the second of these he showed great skill and complete disregard for personal safety in strafing anti-aircraft positions to protect the Flight Commander. In so doing, he silenced several guns, inflicted numerous casualties and damaged an RDF station. In this action his aircraft was badly damaged but with defective engine he returned to base and made a successful crash landing.

NOTE: Public Records Office Air 2/8769 has recommendation for a Croix de Guerre from No.414 Squadron, dated 1 February 1943. The wording is identical to the above.

Letter, 9 April 1943 from Commanding Officer, No.414 Squadron to his father (excerpt):

At five minutes after four on the afternoon of the 1st April, your son took off as a leader of a section of two to carry out an operational sortie over France. He was accompanied by another officer of the squadron, F/O Chapman. They had crossed the Channel and the French coast when suddenly "Mac" as we called him, pulled up in a climbing turn apparently to attack a gun post. As he was in the turn, a shot from the ground apparently struck his ammunition box, and the wing was seen to blow off. As he was flying at only 3 or 400 feet, he had no time to get out, and his aircraft was seen to spin into the ground. Because I know that doubt in your mind over a long period is worse than definite word that your son has been killed, I felt that although it cannot be official stated as yet, I should tell you that there is little hope of your son being alive.

Mac had been with the squadron for a long time and was one of our most experienced pilots. We lost one of our most valuable officers when he failed to return. He was a Deputy Flight Commander and officer in charge of all armament in the squadron. He has [sic] made several sorties over France, and during the operation at Dieppe did some wonderful work for which he received honourable

mention. Mac was always very popular with all the squadron, officer and airman alike, and was always keen and willing to do his share.

Letter, 16 April 1943 from RCAF Overseas Headquarters to his father (excerpt):

Your son, piloting a Mustang fighter aircraft, took off on an operational sortie over France. Shortly after crossing the English Channel, in the vicinity of St. Pierre, he pulled up in a climbing turn, apparently to attack a gun post. Anti-aircraft fire struck the plane as it was in the turn and it was seen to spin to earth and crash leaving little doubt that he could survive.

NOTE: Damaged Tomahawk II, AK163, (Allison V.1700 engine), Category "A", 1325 hours on 24 April 1942 at Gatwick. Non-Operation day sortie, "Beaver III" exercise. Report stated:

While flying on low reconnaissance during Exercise Beaver III the engine became rough, oil pressure seemed to be dropping and oil temperature became excessively high. By great good fortune, the pilot was near the aerodrome at Gatwick at the time and was able to land the aircraft wheels down without doing further damage.

Cause of these failures is unknown. However, this is the third such failure in this squadron in a short period of time. The engine in question had only been flown approximately nine hours after overhauling at Burtonwood.

I consider that the pilot in question acted in an entirely correct manner and that he showed good judgement and flying skill in preventing the aircraft from reaching further damage. I would like to re-emphasize my statement made in the last 765C from this squadron that further and immediate action be taken to either (a) find the cause and remedy for these failures or (b) replace the Tomahawk aircraft.

Damaged Mustang AC376, Category "A", 1140 hours, 19 March 1943 at Dunsfold. At the time he had flown 594 hours 40 minutes including 157 hours 40 minutes by night. His statement read:

I joined the circuit at 1,000 feet, radioed control, receiving permission to pancake. I turned into wind at about 800 feet to get a good view of landing run as the weather was quite hazy. I saw nothing of the machine struck until the impact which occurred immediately after touching down. This machine must have been below all the way around the circuit because I saw nothing ahead except the aircraft which had landed as I turned in.

However, he was not at fault as the following statement shows:

Airman stationed at end of runway with a Very light pistol had just returned from leave one hour before incident. He was not familiar with type of Very light pistol in use at that time and did not realize that there was a safety catch on it which was on at the time and which prevented him firing red cartridge. Personnel in control tower had their attention distracted by another aircraft in circuit which was having difficulty lowering its tail wheel.

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MacRAE, F/L David John (J9687) - **Mention in Despatches** - EAC Meteorological Flight - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born 16 April 1914. Home in Calgary; enlisted there 5 May 1941. To No.10 Repair Depot, 7 June 1941. To No.2 ITS, 3 July 1941; graduated and promoted LAC, 20 August 1941; posted that date to No.15 EFTS; to No.11 SFTS, 10 October 1941; graduated and commissioned, 2 January 1942; posted on 17 January 1942 to Trenton; to No.3 SFTS, 27 March 1942; promoted Flying Officer, 1 October 1942; to No.1 GRS, 31 December 1942; to "Y" Depot, 20 March 1943; to RAF overseas, 25 March 1943; promoted Flying Officer, 2 January 1944; repatriated 25 March 1944; to No.4 Training Command, 27 April 1944; to No.3 OTU, 12 May 1944; to Eastern Air Command, 1 September 1944; taken on strength of No.5 (BR) Squadron, 4 September 1944; to Release Centre, 30 August 1945; released 6 September 1945.

This officer has completed a very large number of flying hours in the service. During his tour with Meteorological Flight, he has proved himself to be a capable and courageous pilot and captain. He has made numerous instrument take-offs in the face of very poor weather condition, thereby contributing materially to the splendid record which has been achieved by this organization.

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MACRITCHIE, WO2 Malcolm Donald (R196541) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born on a farm near Saskatoon, 19 April 1923; home in Vancouver (ship repair labourer); enlisted in Saskatoon, 2 November 1942 and posted to No.2 Manning Depot. To No.20 Pre-Aircrew Education Detachment, 17 January 1943; to No.3 AOS, 13 March 1943; to No.2 ITS, 3 April 1943; promoted LAC, 11 June 1943; to No.2 Advanced Ground Gunnery Training School, 26 June 1943; to No.3 BGS, 7 August 1943. Graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943; embarked from New York, 8 October 1943. Disembarked in Britain, 16 October 1944. To No.24 OTU, 26 October 1943 (Whitley aircraft, 75 hours 55 minutes). To No.61 Base, 8 February 1944. Detached to Battle School, 8 February to 23 March 1944. Detached to No.1664 Conversion Unit, 23 March to 26 April 1944 (Halifax aircraft, 38 hours 35 minutes). To No.77 Squadron, 26 April 1944. Promoted Flight Sergeant, 17 June 1944. Promoted WO2, 17 December 1944. To Repatriation Depot, 9 January 1945. Embarked for Canada, 31 January 1945. Arrived in Canada 8 February 1945. To Western Air Command, 13 February 1945; to Patricia Bay, 28 March 1945; to Release Centre, 7 October 1945. Released 15

October 1945. Medal presented 29 January 1947. Died in Port Moody, British Columbia, 19 October 1990 as per British Columbia Vital Statistics.

Warrant Officer Macritchie as air gunner has completed his first operational tour which has included attacks against such targets as Kiel, Essen and Cologne. On three occasions his aircraft has been in combat with enemy fighters, two of which made very persistent attacks. In June 1944, during a sortie against Trappes, his aircraft was subjected to three attacks by a Messerschmitt 109. By his speedy, decisive commentary and accurate counter fire Warrant Officer Macritchie successfully beat off the attacker. While engaged on another mission against Dusseldorf in November 1944, repeated attacks were made on his aircraft by an enemy fighter. A very prolonged engagement ensued and his aircraft was forced down to a height of 4,000 feet before eventually evading the fighter. Again by his excellent commentary and counter fire this Warrant Officer played a large part in the safe return of his aircraft and crew. At all times Warrant Officer Macritchie's coolness, courage and devotion to duty have been most noteworthy.

Notes: Application for Operational Wing dated 20 November 1944 stated he had flown 35 sorties (154 hours 45 minutes), 26 April to 19 November 1944.

Training: Course at No.2 ITS was 4 April to 11 June 1943. Courses in Mathematics (79/100), Law and Discipline (77/100), Navigation (81/100), General Studies (76/100), Anti-Gas (44/50), Armament (76/100), Aircraft Recognition (74/100), Drill (79/100), Signals (107/150) and Meteorology (47/50). Placed 63rd in a class of 107. "Having failed to qualify in Lamp, this airman was remustered to Air Gunner. He is youthful but has plenty of self-confidence. He is a good steady type of airman. He should do well as an Air Gunner."

Course at No.2 Advanced Ground Gunnery Training School was 28 June 1943 to 6 August 1943. Battle aircraft. Tested in Armament, oral (70/100), Armament, written (252/300), Anti-Gas (84/100), Aircraft Recognition (96/100), Mathematics (50/50), Navigation (90/100), Law, Administration, Hygiene (81/100), and Signals (85/100). "Above average student. A steady and reliable worker. Excellent aircrew material, neat appearance, conduct good." (F/O F.N. Shields, Chief Instructor).

Trained at No.3 BGS, 9 August to 17 September 1943. Battle and Anson aircraft (flew 25 hours ten minutes). Spent 15 hours in Turret Manipulation. Fired 735 rounds on 25-yard range, 1,100 rounds on 200-yard range, 600 rounds air-to-ground, 3,500 rounds air-to-air (five percent hits in air). Courses in Guns, Pyrotechnics and Ammunition (187/200), Guns, practical (80/100), Sighting (210/250), Turrets, practical (173/200), Aircraft Recognition (120/150) and Signals (95/100). "Average student; takes a keen interest in his work; good power of expression."

Course at No.24 OTU was 25 October 1943 to 7 February 1944. Whitley aircraft - 43 hours by day and 32.55 by night. Completed seven air cine exercises, scored 57 percent on cine gun assessment; took part in two day and three night air-to-air firing exercises (4.9 percent hits).

Rated in Aircraft recognition (168/200), Guns (146/200), Reporting, Fighting Control (120/200), Sighting including practices in GTST (170/200) and Turrets, drill and components (126/200)/ "A sound type of gunner who has worked well and obtained good results; keen and willing."

Combat Reports: Public Record Officer Air 50/194 has several Combat Reports relating to his service, summarized as follows:

3 June 1944 - target Trappes, Halifax III, D/77 (NA515) at 0110 hours, height 8,000 feet, heading 351 T; location was 48.46 North, 01.03 East on homeward flight. There was no moon but visibility was good; several flares seen. First warning was fire from an unseen fighter. Bomber corkscrewed to port. The first visual was obtained by Rear Gunner (Macritchie) at 400 yards who identified it as a Bf.109 but see narrative below). First attack was from port beam down and the fighter breaking away to starboard quarter down. The fighter opened fire first (at 400 yards down to 250 yards). Rear Gunner (Macritchie) opened fire at 300 yards (400 rounds); Mid-Upper Gunner (Pulchalski) opened fire at 300 yards (100 rounds). Damage to bomber was severe - navigation instruments destroyed, port inner hit, bomb aimer wounded (died 18 hours after action). Flight Engineer searched the dark side of the sky during action. Narrative read as follows:

ME.109 was first sighted by Mid-Upper Gunner, 600 yards, attacking from port quarter down. Rear Gunner ordered pilot to corkscrew to port and fighter broke away at 400 yards astern down.

The ME.109 was next sighted by Rear Gunner on port beam down, attacking with guns firing at 400 yards. The Rear Gunner ordered the pilot to corkscrew port and both Rear Gunner and Mid-Upper opened fire on the ME.109 which broke away at 250 yards on starboard quarter down. Halifax was hit and damaged in the nose and port inner engine. No hits observed on the fighter and no claim is made.

Five minutes later ME.109 was again sighted by Mid-Upper on the starboard quarter level at 600 yards who ordered pilot to corkscrew starboard, then the ME.109 broke away on the starboard quarter down.

12/13 August 1944 - target Brunswick, Halifax III, G/77 at 0052 hours, height 9,000 feet, heading 308 T; location was 53.28 North, 08.50 East. FISHPOND was serviceable. There was haze and no moon; searchlights playing but the aircraft was not coned. First warning was fire from an unseen aircraft. Immediate action was a diving turn to port with a loss of 1,000 feet. First visual obtained at 250 yards on the port side against the sky. This first visual was by the Wireless Operator - a single Bf.109 It carried no lights. Enemy attacked on port bow, opening fire at 250 yards and continuing to breakaway at 200 yards. Neither Macritchie (Rear Gunner) nor Sergeant Pulchalski (Mid-Upper Gunner) opened fire. There was no serious damage to the bomber although there was at least one strike on the nose; no casualties. The Squadron Gunnery Leader commented.

ME.109 sighted by Wireless Operator at 250 yards on port bow. Fighter turned in to attack and Pilot dived to port. Fighter fired, hitting the bomber in the nose, and was immediately lost to sight, direction of breakaway not being seen. It was impossible for either of the Gunners to see, or fire on, the fighter.

2 November 1944 - target Dusseldorf, Halifax III, G/77 (BZ359) at 1910 hours, height 17,300 feet, heading 110 T; location was 51.20 North, but Easterly position not clear (see narrative). FISHPOND was not used. The moon was astern, visibility 800 yards in haze. There was no flak, flares or fighters. The bomber corkscrewed to port. First visual was by the Rear Gunner (Macritchie) at 1,000 yards, port quarter against a light sky. The enemy aircraft was twin-engined, carrying two white lights. Fighter attacked from port quarter down, opening fire at 700 yards and continuing to 400 yards when it broke away to port quarter. The bomber corkscrewed to port, eventually ending up at 4,000 feet. Rear Gunner (Macritchie) fired 600 rounds (600 yards down to 400 yards) and had a No.2 stoppage which was cleared after the action. Mid-Upper Gunner (Puchalski) fired 600 rounds from 600 yards to 400 yards with no stoppages. While this went on, the Flight Engineer searched the dark side of the sky. One other enemy aircraft seen before the action. Damage to fighter described as "Hits observed but no damage assessed." No damage to bomber. The action further described as follows:

Rear Gunner saw two white lights on the port quarter down at approximately 1,000 yards, apparently closing, and reported same to Captain. At 600 yards both Rear and Mi-Upper Gunners distinguished it as a Twin-engined aircraft, type unrecognizable. Rear Gunner ordered corkscrew to port. Fighter then closed in and at 700 yards opened fire; both gunners opened fire at 600 yards with short bursts. Fighter closed to 400 yards and then decreased speed, falling back on the port quarter to 1,000 yards. After a short period attack was recommenced, the fighter opening fire at approximately 700 yards, at which range Gunners ordered corkscrew port. This attack closed to 400 yards when fighter again fell back to 1,000 yards. This type of attack kept continuing until 1945 hours, the latitude and longitude being 5032 N - 0440 E.

Gunners gave evasive action when necessary and opened fire when possible. Hits were seen on the fighter, but no damage. At the conclusion of the attacks the bomber had lost height to 4,000 feet. No claim made.

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MacRORY, F/L Brian Francis John (C7256) - **Mention in Despatches** - No.127 Wing (AFRO says only "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946.. Born in Dublin, Ireland, 15 January 1905. Educated at Castle Park, Dublin, 1915-1918, St. Colomba's College, Dublin, 1918-1922. Attended Oxford University, 1923-1926 (BA in Jurisprudence). Farm Labourer in Peace River, 1927-1928 while attending Claesholm Agricultural College. Operated his own farm there, 1928 onwards. Enlisted in Edmonton, 5 September 1941 as Administration Officer and posted to No.2 Manning Depot,

Brandon. To Station Trenton, 19 September 1941. To No.10 Repair Depot, 19 October 1941. To "Y" Depot, 28 March 1943. Embarked from Canada, 1 June 1943; disembarked in Britain, 15 June 1943. Promoted Flight Lieutenant, 4 June 1943. To No.127 Airfield, 20 August 1943. Repatriated 8 August 1945. To Northwest Air Command, 17 August 1945. To Release Centre, 28 September 1945. Released 4 October 1945. Died in Edmonton, 8 July 1985. Certificate sent 16 August 1948.

Selected Assessments: "He has applied for posting overseas and in view of his qualifications this is recommended. He has been consistently well reported on since taking the Admin course and it is considered he would be a valuable asset in any form of Admin employment abroad." (W/C G.C. Beveridge, 5 March 1943).

"Very conscientious over his work of which he has a thorough knowledge. An all round, reliable little man. By nature quiet and unassuming, this latter tendency leaves an unfavourable impression until one gets to know him." (G/C P.S. Turner, 28 July 1945)/

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MacTAVISH, S/L Ian Edward (J4419) - **Mention in Despatches** - No.410 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Born 28 July 1916; home in Seaforth, Ontario; enlisted in London, Ontario, 25 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 7 October 1940 when posted to No.3 EFTS; graduated 25 November 1940 when posted to No.6 SFTS; graduated and promoted Sergeant, 5 March 1941; commissioned 6 March 1941; to No.1 ANS, 9 March 1941; graduated 3 May 1941. Posted to No.1 SFTS, 6 May 1941; promoted Flying Officer, 6 March 1942. Promoted Flight Lieutenant, 15 December 1942. To "Y" Depot, Halifax, 16 July 1943; to United Kingdom, 25 August 1943; promoted Squadron Leader, 28 October 1944; repatriated 5 August 1945; released 17 September 1945. Became an airline Captain with KLM, settling in Amsterdam. Flew Super Constellations on various routes including Amsterdam to Gander and onwards to New York. After five years with KLM, he moved to Montreal where he was hired as an experimental test pilot for Canadair. He loved being a test pilot and became a self taught aeronautical engineer. He made the maiden flight of the Canadair Tutor on January 13, 1961. Mandatory retirement from test flight was at 55 years of age, so he left Canadair and was hired to work for IATA in Montreal. He died in Montreal, 7 October 1971. Unit not given in AFRO which says only "Overseas". Navigator was F/O A.M. Grant (also MiD). They claimed the following: one FW.190 destroyed (1/2 September 1944, Mosquito MM743), one Ju.87 destroyed (24/25 December 1944, Mosquito MT485), one Ju.88G destroyed (24/25 March 1945, Mosquito MT485). See **The RCAF Overseas: The Sixth Year**, pp.310,313 and 315.

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MacWILLIAM, F/L Dudley Lyell Sait (J10970) - **Air Force Cross** - No.1 IFS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946 - Born in Quebec City, 9 February 1914. Enlisted at Quebec, 5 June 1940. To No.1 ITS, 24 June 1940;

graduated and promoted LAC, 21 July 1940 when posted to 4 EFTS; graduated 6 October 1940 when posted to No.31 SFTS, graduated and promoted Sergeant, 30 December 1940; to Trenton, 8 January 1941; to No.11 SFTS to instruct, 10 April 1941. Promoted WO2, 30 December 1941. Commissioned 30 March 1942. Promoted Flying Officer, 1 September 1942. Promoted Flight Lieutenant, 15 March 1943. To No.18 SFTS, 30 November 1944. To No.1 Instrument Flying School, 5 December 1944. To Trenton, 12 August 1945. Re-engaged in postwar RCAF (19702). Instructed on instrument flying until 1949; to AFHQ, December 1949; to Staff College, September 1951. To flying duties, April 1954. By 1957 he was a Group Captain. Further details lacking. Recommended 13 August 1945 by S/L H.R. Studer, Chief Flying Instructor. As of recommendation he had flown 3,550 hours, of which 3,350 were instructor hours, 542 hours in past six months.

Since his attachment to this unit in December 1944, Flight Lieutenant MacWilliam has continually devoted his time and efforts to improving the efficiency and progress of flying at this school. His untiring efforts in compiling and rewriting pilots orders and conducting ground school classes have been of invaluable aid to his superiors. In loyalty, devotion to duty, responsibility and determination he has set a splendid example.

RCAF file 827-4-56 (National Archives of Canada RG.24 Volume 17797) has a letter dated 27 February 1957 from A/V/M L.E. Wray (Air Officer Commanding, Air Defence Command) to Chief of Air Staff, recommending W/C D.L.S. MacWilliam who was then Officer Commanding, No.3 All Weather (Fighter) OTU, Cold Lake. It read, in part:

This officer enrolled in the RCAF 6 June 1940, was awarded his pilot's wings in December 1940, and was employed as a flying instructor from March 1941 to 30 November 1944. During this four-year period he obtained his A2 instructor category and flew 740 hours per year, a very intensive rate considering the nature of the flights and the aircraft of the day.

In December 1944 W/C MacWilliam attended the first RCAF instrument rating course and was granted a standard instrument rating car in February 1945. He remained on staff of the Instrument Flying School as instrument flying instructor, examining officer, GIS lecturer in air regulations, flying procedure, and airmanship, and ultimately was appointed the check pilot for Training Command. The signal accomplishments of the Instrument Flying School during W/C MacWilliam's period on staff were attributed in large measure to his outstanding ability and devotion to duty. This was officially recognized when he was awarded the Air Force Cross, 1 January 1946.

Following eight months duty as Chief Ground Instructor at the FIS at Centralia, Ontario, he served in the Directorate of Air Staff Service at AFHQ and made a commendable contribution to the effectiveness of the Bases and Routes Branch activities, particularly in the preparation of the second edition of CAP 100, "Flying

Regulations for the RCAF". After attending the RCAF Staff College he returned to AFHQ to serve in the Directorate of Air Training where he commanded the respect of all with whom he worked and was recognized as an outstanding authority and advisor on instrument flying matters.

W/C MacWilliam graduated from the AW (F) OTU in October 1954 and assumed command of 425 AW (F) Squadron, St. Hubert, Quebec. As a squadron commander he displayed exceptional ability and impressed his superior officers by his mature and sound judgement and his outstanding leadership and enthusiasm. In May 1955 he was appointed Officer Commanding 3 AW (F) OTU, co-incident with the move of this unit from North Bay to Cold Lake. Much of the credit for the smooth fashion in which this move was effected was due to W/C MacWilliam's exceptional competence and his knack for anticipating difficulties and his ability to meet them as they arose.

During 1956 the output of his unit exceeded that of 1955 by 77 %. Despite the increase in activity and production, under the continuous surveillance of W/C MacWilliam, the flying accident rate was 25 % lower than that prevailing in 1955. During 1956 the fighting potential of Air Defence Command increased far beyond the net increase in squadron crew strength. This rise in proficiency is ascribed to significant extent to the high standard attained by the crews during their training at the AW (F) OTU.

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MADDEN, W/C Humphrey Oliver (C1047) - **Air Force Cross** - No.165 Squadron - Award effective 1 January 1944 as per **Canada Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born in Langford or Langford, England, 14 October 1906 (RCAF press release reporting award). Enlisted in Ottawa 23 September 1939 and posted to Rockcliffe. Flight Lieutenant as of 1 November 1940. Promoted Squadron Leader, 1 February 1942. To Western Air Command, 30 April 1943. To No.165 Squadron, 15 July 1943. Promoted Wing Commander, 31 July 1943. To Transport Conversion Squadron, 7 July 1945. To No.164 Squadron, 31 August 1945. To No.165 Squadron, 2 September 1945. To No.8 Release Centre, 30 September 1946. Retired 10 October 1946. A newsclipping, believed from an Ottawa paper, and dated 8 December 1942 describes a rescue by S/L H.O. Madden "yesterday". Madden is described as officer commanding the RCAF ferry flight at Rockcliffe. F/O Carl Hickerson (a Texan) had been part of a Hurricane ferry flight going through northern Ontario and had been forced down on Evelyn Lake near Haileybury. Hickerson was reported missing at 9.00 p.m.; Madden promptly took a Lockheed from the communications division, plus a pilot (F/O T.E. Daniels, another American), and headed to North Bay. They then began searching in bad weather, and at 11.30 p.m. spotted a light on a lake - a landing light that Hickerson had detached and was using to signal. Madden sized up the situation, dropped emergency rations, and went on to Kapaskasing, later returning on a ski-equipped Norseman to effect the rescue. DHist file 181.009 D.1753 (RG.24 Vol.20609) has recommendation dated 3 September 1943 when he had flown 1,634 hours to date, 409 hours in previous six months. He

had previously been recommended for an AFC and was (in this document) being recommended for an MiD. AFC presented 15 April 1944. RCAF photo PL-916 shows him as Flying Officer, 1940.

This officer has displayed exceptional keenness and devotion to duty. He is a skilful pilot whose fine example and inspiring leadership have been worthy of high praise. Wing Commander Madden has been responsible for two successful rescues of pilots forced down in barren country. On one occasion, he rescued a pilot who had been forced down by landing aircraft equipped with skis on a small lake at night. On another occasion he located a pilot forced down and after dropping supplies to the injured pilot, directed the rescue party to the scene of the accident thereby saving the pilot's life.

WAC File C.122-7-1 (RG 24 Vol.20612) has a letter dated 13 May 1943 from G/C J.G. Bryans (CO, Rockcliffe) to AOC WAC stating that Madden was first recommended for AFC in February 1942, based on his work from 11 September 1939 to 31 October 1941. It was not granted then; Bryans was pushing it again. He wrote, "As Officer Commanding No.124 Ferry Squadron at this Station [Rockcliffe], S/L Madden displayed outstanding flying ability. He was also responsible for the training of the ferry pilots under his command and, as a result of this training, they became proficient in ferry work. S/L Madden was also responsible for the successful rescue of pilots who had been forced down in barren country on at least two or three occasions. On one occasion he rescued a pilot who had been forced down by landing an aircraft equipped with skis on a small lake at night. On another occasion he located a pilot who had been forced down and, after dropping supplies to the injured pilot, directed the rescue party to the scene of the accident and, as a result, the injured pilot was rescued and subsequently recovered. S/L Madden was responsible for the organization and expansion of No.124 Ferry Squadron and his devotion to duty at all times was of the highest degree."

Caption for RCAF Photo PL-17097 dated 16 June 1943 throws interesting light on his career, viz:

Four Russian officers who flew from Moscow to Ottawa this week are shown at Rockcliffe Air Station on the completion of their flight. In the centre are Feodor Cousev, Soviet Minister to Canada, and Ivan Krotov, trade attache at the Legation, who greeted the officers and four civilian members of the party, here to negotiate for lend-lease supplies from Canada. At the right is Captain Feodor Panonarenke, winner of the Orders of the Red Star and the Red Banner in the fight against the Nazis. The other officers are Malshov, Terechev and Direvlin. Squadron Leader H.O. "Hump" Madden, RCAF, boarded the Russian aircraft at Edmonton and navigated to Ottawa, communicating landing instructions to the pilot by sign language.

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MADDEN, F/L Ralph Patrick (J88080) - **Distinguished Flying Cross** - No.186 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 1 September 1922 in Humbolt, Saskatchewan; home in Saskatoon (wood

worker); enlisted in Vancouver, 24 June 1942. Trained at No.7 ITS (graduated 19 February 1943), No.6 EFTS (graduated 16 April 1943) and No.10 SFTS (graduated 6 August 1943). Commissioned July 1944. Retired 17 September 1945. Attended medical school after the war and rejoined RCAF, 15 March 1951 (50215); retired again 28 September 1969 to Burnaby, British Columbia. Medal sent to him in 1950 when he was at Centralia. 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 13 January 1945 when he had flown 30 sorties (146 hours 22 minutes), 27 September 1944 to 13 January 1945.

* denotes daylight sortie

8 February 1944 - NICKEL (3.50)
3 March 1944 - NICKEL (5.00)
27 May 1944 - Bourg Leopold (4.25)
31 May 1944 - Au Fevre (4.20)
4 June 1944 - Calais (4.00)
5 June 1944 - Herville (4.20)
6 June 1944 - Conde sur Noix (6.05)
8 June 1944 - Mayenne (5.30)
14 June 1944 - Cambrai (4.05)
15 June 1944 - Boulogne (3.45)
16 June 1944 - Oisemont-Neuville-au-Bois (3.55)
14 July 1944 - Anderbeck (3.35)
18 July 1944 - Wesselring (5.25)
18 July 1944 - Caen (4.25)
20 July 1944 - Ferne de Grande Bois (3.30)
23 July 1944 - Longes (5.55)
25 July 1944 - Stuttgart (9.00)
28 July 1944 - Hamburg (4.50)
31 July 1944 - Coquereaux (4.25)
9 August 1944 - Lansville (3.50)
12 August 1944 - Brunswick (5.38)
14 August 1944 - Aisy (4.15)
15 August 1944 - Bay of Biscay (6.55)
18 August 1944 - Connantre (6.40)
28 August 1944 - Fresnoy (3.40)
15 Sept 1944 - Oslo (6.15)
24 Sept 1944 - Calais (4.10)
27 Sept 1944 - Sterkrade (5.40)
4 October 1944 - Oslo (6.35)
12 October 1944 - Wanne Eickel (4.50)
15 October 1944 - Wilhelmshaven (5.20)
28 October 1944 - Cologne (5.25)

2 November 1944 - Dusseldorf (5.45)
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 - Leipzig (6.35)
16 January 1945 - Zeitz (6.40)
22 January 1945 - Duisburg (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 - Misburg (6.15)
20 March 1945 - Heide (4.40)
31 March 1945 - Hamaburg (4.25)
14 April 1945 - Potsdam (7.25)

This officer has now completed many operational sorties and has at all times shown determination and splendid captaincy. On more than one occasion his aircraft has been hit by enemy action and once an engine was badly damaged by heavy flak. His courage has been well proved.

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MADDER, F/O William Joseph (C19690) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 28 September 1920 in Brandon, Manitoba; home in Winnipeg; enlisted there 16 May 1940 as Airframe Mechanic; to Technical Training School, St. Thomas, 14 June 1940; promoted AC1, 19 October 1940. To No.3 SFTS, 23 October 1940. Promoted LAC, 1 April 1941. Promoted Corporal, 1 March 1942. To "Y" Depot, 23 March 1942. To RAF overseas,

1 May 1942. Promoted Sergeant, 16 October 1942 on remuster to Flight Engineer. Promoted Flight Sergeant, 16 April 1943. Commissioned 26 January 1944. Promoted Flying Officer, 26 July 1944. Repatriated 9 November 1944. To No.2 Training Command, 15 December 1944. To No.1 Central Navigation School, 19 December 1944. To No.5 Release Centre, 15 August 1945. Retired 20 October 1945. Rejoined as Airframe Mechanic, 12 September 1946 (19690) in rank of Corporal. Presented 18 June 1949. In postwar RCAF Auxiliary (NCO with No.9406 Unit, Saskatoon). 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 55 sorties (273 hours 54 minutes), 8 January 1943 to 20 September 1944 in two tours.

First Tour

8 January 1943 - GARDENING (1.25), DNCO
17 January 1943 - Berlin (8.15)
21 January 1943 - Essen (3.00), DNCO
23 January 1943 - Dusseldorf (5.30)
27 January 1943 - Dusseldorf (4.50)
11 February 1943 - Wilhelmshaven (4.30), DNCO
14 February 1943 - Milan (8.45)
16 February 1943 - Lorient (5.55)
17 February 1943 - Wilhelmshaven (4.45)
24 February 1943 - Bremen (4.50)
25 February 1943 - Nuremburg (7.20)
26 February 1943 - Cologne (4.50)
28 February 1943 - St.Nazaire (5.30)
1 March 1943 - Berlin (6.55)
3 March 1943 - Hamburg (2.00), DNCO
5 March 1943 - Essen (4.400)
8 March 1943 - Nuremburg (7.25)
9 March 1943 - Munich (7.10)
11 March 1943 - Stuttgart (6.15)
12 March 1943 - Essen (4.10)
22 March 1943 - St.Nazaire (5.50)
4 April 1943 - Kiel (5.05)
8 April 1943 - Duisburg (5.00)
9 April 1943 - Duisburg (4.30)
13 April 1943 - Spezia (9.30)
14 April 1943 - Stuttgart (6.25)
16 April 1943 - Pilsen (8.30)

18 April 1943 - Spezia (3.05), DNCO
20 April 1943 - Stettin (7.20)
26 April 1943 - Duisburg (4.25)
4 May 1943 - Dortmund (4.45)
13 May 1943 - Pilsen (7.00)

Second Tour

27 June 1944 - Oisemont-au-Bois (2.32)
30 June 1944 - Villers-Bocage (2.41)
2 July 1944 - Oisemont-au-Bois (2.23)
5 July 1944 - Wizernes (1.57)
6 July 1944 - Coquereaux (2.43)
7 July 1944 - Caen (2.39)
9 July 1944 - L'Hey (1.48)
10 July 1944 - Nucourt (2.39)
12 July 1944 - Paris/Vaires (3.15)
15 July 1944 - Nucourt (3.34)
17 July 1944 - Cagny (2.25)
28 July 1944 - Hamburg (4.45)
30 July 1944 - Battle area (2.42)
4 August 1944 - St.Maximin (3.07)
5 August 1944 - Bordeaux (7.13)
7 August 1944 - TOTALIZE 5 (2.41)
8 August 1944 - Lucheux (2.17)
9 August 1944 - Foret du Croc (1.56)
10 August 1944 - La Pallice (5.19)
14 August 1944 - TRACTABLE 21 (2.27)
15 August 1944 - Melsbroek (4.35)
18 August 1944 - Sterkrade (3.34)
28 August 1944 - Cezembie (3.13)
29 August 1944 - Stettin (9.23)
15 Sept 1944 - Kiel (5.08)
17 Sept 1944 - Biggekerke (1.57)
17 Sept 1944 - Boulogne (2.05)
20 Sept 1944 - Calais (2.31)

Flying Officer Madder is a very efficient, keen Flight Engineer, now on his second tour of operations. He has participated in many sorties against such heavily defended German targets as Berlin, Dusseldorf and Hamburg. Invariably, this

officer has display a high degree of courage and devotion to duty, even under the most adverse circumstances, thereby setting an inspiring example to all members of his crew. Undoubtedly, the fine fighting spirit evinced by Flying Officer Madder, along with his superior technical knowledge and how to apply it, ha contributed in no small way to the operational successes attained by his crew.

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MADDOCK, P/O Douglas Beverly (J85614) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 31 December 1918 in Shellbrook, Saskatchewan; home there (diary store clerk). Worked 1940-1941 as Assistant Secretary-Treasurer, Shellbrook Municipality; enlisted in Saskatoon, 30 October 1941. To No.2 Manning Depot, 18 December 1941. To No.14 SFTS (guard), 13 February 1942. To No.6 ITS, 11 April 1942; graduated and promoted LAC, 5 June 1942 but not posted to No.20 EFTS until 4 July 1942; graduated 28 August 1942 and posted next day to No.9 SFTS; graduated and promoted Sergeant, 15 January 1943. To "Y" Depot, 4 February 1943. To RAF overseas, 8 March 1943. Disembarked in Britain, 17 March 1943. Attached to No.9 EFTS, No.51 Group, 24 April to 7 May 1943. To No.3 (Pilots) AFU, 18 May 1943. Attached to No.1540 Beam Approach Training Flight, 8-15 June 1943. To No.22 OTU, 13 July 1943. Promoted Flight Sergeant, 15 July 1943. To No.1666 Conversion Unit, 30 September 1943. To No.432 Squadron, 1 October 1943. Attached to No.1679 Conversion Unit, 25 October to 19 November 1943 when returned to No.432 Squadron. To No.62 Base, 21 November 1943. To No.432 Squadron, 9 January 1944. Commissioned 3 April 1944. Promoted Acting Flying Officer, 26 June 1944; tp No.1659 Conversion Unit, 12 August 1944. Attached No.3 Flying Instructor School, 6 September to 9 October 1944. Confirmed as Temporary Flight Lieutenant, 3 October 1944. To No.1659 Conversion Unit, 16 October 1944. To Repatriation Depot, 11 August 1945. Repatriated 13 August 1945. Released 11 October 1945. Rejoined RCAF as pilot and Flying Officer, 16 May 1951 (38603) in Edmonton. To Flying Instructor School, Trenton, 18 September 1951. To No.4 Flying Training School, Calgary, 18 December 1951. To Flying Instructor School, Trenton, 5 December 1952. To Advanced Flying School, Saskatoon, 7 March 1953. To No.418 (Auxiliary) Squadron, 30 September 1953. Relinquished commission, 15 May 1957 (pressure of civilian work). Medal sent by registered mail 1950. The Royal Canadian Legion "Last Post" website and **Legion Magazine** of August 1994 report the death of J58164 Flying Officer Douglas B. Maddock in Lethbridge, 26 February 1994 - almost certainly the same man despite juxtaposition of digits in service number. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 9 September 1944 when he had flown 34 ½ sorties (193 hours 34 minutes), 2 October 1943 to 28 July 1944.

Under a calm and quiet manner this officer has always maintained a fine

offensive spirit in action which has inspired confidence in his crew and other crews in his flight. Eleven of his thirty-four and a half trips have been over some of the enemy's most heavily defended targets, such as Berlin, Schweinfurt, Stuttgart (twice), Frankfurt, Essen (twice), Nuremburg and Hamburg. His fine spirit of co-operation and devotion to duty warrant a strong recommendation for the award of the Distinguished Flying Cross.

The sortie list was as follows:

2 October 1943 - Mining (5.33, second pilot)
7 October 1943 - Mining (3.57, second pilot)
8 October 1943 - Hanover (1.50, duty not carried out)
17 October 1943 - Mining (3.41, duty not carried out)
18 October 1943 - Mining (3.04)
20 October 1943 - sea search (4.45, day)
28 January 1944 - Berlin (7.37)
24 February 1944 - Schweinfurt (8.00)
25 February 1944 - Augsburg (2.17, duty not carried out)
1 March 1944 - Stuttgart (8.10)
6 March 1944 - Trappes (5.00)
7 March 1944 - Le Mans (5.20)
22 March 1944 - Frankfurt (6.10)
26 March 1944 - Essen (5.05)
30 March 1944 - Nuremberg (8.05)
9 April 1944 - Paris (5.13)
10 April 1944 - Ghent (1.27, duty not carried out)
18 April 1944 - Noisy-le-Sec (4.35)
20 April 1944 - Lens (4.20)
22 April 1944 - Dusseldorf (5.15)
24 April 1944 - Karlsruhe (6.40)
26 April 1944 - Essen (4.50)
27 April 1944 - Montman (4.15)
11 May 1944 - Boulogne-sur-Mer (3.50)
12 May 1944 - Louvain (4.30)
27 May 1944 - Bourg Leopold (4.25)
2 June 1944 - Neufchatel (4.00)
6 June 1944 - Coutrances (4.25)
7 June 1944 - Ancheres (4.40)
10 June 1944 - Versailles Matelot (5.10)
24 June 1944 - Bernieres (3.40)

27 June 1944 - Foret d'Eany (1.30, duty not carried out)

3 July 1944 - Biennais (3.40, day)

5 July 1944 - Biennais (4.30)

7 July 1944 - Caen battle area (4.05, day)

8 July 1944 - Mont Condon (3.20)

15 July 1944 - Nucourt (3.550)

18 July 1944 - Wesseling (5.00)

20 July 1944 - Serres (3.30)

25 July 1944 - Stuttgart (8.25)

28 July 1944 - Hamburg (5.35)

Training: Interviewed in Saskatoon, 30 October 1941 by P/O F. McRae - "Splendid type of boy. Good education qualifications, good experience since leaving school in meeting public. Bright, intelligent, alert, courteous, rather slight in stature, fairly characteristic. Suitable material for aircrew and commission rank."

Course at No.6 ITS was 13 April to 5 June 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament, written, Aircraft Recognition, Drill and Signals. Scored 857 points out of possible 1,000. Placed 35th in a class of 152. "Pleasant, reliable, hard worker with a restless nature. Second aircrew recommendation - Air Observer,."

Course at No.20 EFTS was 6 July to 28 August 1942. Tiger Moth aircraft - 29.10 day dual (10.05 dual to first solo), 38.25 day solo, four hours night dual. Was ten hours on instruments, Logged eleven hours in Link. Courses in Navigation, Airmanship, Armament (written), Aircraft Recognition. And Signals (practical). Scored 452 points if a possible 700. Placed 21st in a class of 36. "Tendency to slow up in his training and then pick up again. Requires constant practice in unusual positions. Aerobatics weak."

Course at No.9 SFTS was 31 August 1942 to 15 January 1943. Anson aircraft - 69.25 day dual (4.55 dual to first solo), 60.50 day solo, 6.55 night dual, 10.15 night solo. Was 13 hours in formation; 25 hours on instruments; logged 25 hours in Link. Courses in Navigation, Airmanship, Armament (written and practical), Signals (written and practical), and Meteorology. Scored 547 points of a possible 750. Placed 22nd in a class of 54. "A high average pilot but required practice on precautionary and three point landings; also should improve on synchronising engines."

Course at No.3 Flying Instructor School was 6 September to 4 October 1944. Oxford aircraft - 16.00 day dual, 1.30 night dual, 22.00 day solo, 1.30 night solo. Courses in Principles of Flight (69 percent), Airmanship (59 percent) and Technical Subjects (89 percent).

Notes: Reprimanded, 16 March 1943, "Failing to obey Ship's Standing Orders in that on 16

Match 1943 he did fail to clean his cabin as instructed by Troop Deck Officers in charge,"

At FIS (September to December 1951) he gave his flying time to date on Tiger Moth (51.00 dual, 35,00 solo), Harvard (45.00 dual, 38.00 solo), Anson (60.00 dual, 69.00 solo), Oxford (84.00 dual, 62.00 solo; Lancaster (60.00 dual, 7.00 solo, 160.00 instructing), Halifax (255.dual, 6.00 solo, 34.00 instructing) and Wellington (90.00 dual, 21,00 solo).

Flying times calculated as of his 1957 departure were as follows - Tiger Moth (89.30), Harvard (497.15), Anson (147.25), Oxford (155.00), Wellington (97.45), Halifax (270), Lancaster (226.40), Expeditor (682.55) and Mitchell (1,270.45).

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MADDOCKS, F/L Donald William (J22527) - **Distinguished Flying Cross** - No.149 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 1 November 1910 in Toronto; home there (minister of unstated religion); enlisted in Hamilton 16 August 1941 and posted to No.1 Manning Depot. To No.4 BGS as guard, 20 August 1941. To No.6 ITS, 27 October 1941; graduated and promoted LAC, 19 December 1941 but not posted to No.5 AOS until 2 January 1942; graduated 11 April 1942 when posted to No.7 BGS; graduated and promoted Sergeant, 23 May 1942 when posted to No.1 ANS; graduated and commissioned on 3 July 1942; to No.1 BGS, 18 July 1942. To "Y" Depot, 29 August 1942. To RAF overseas, 3 September 1942. Promoted Flying Officer, 3 January 1943. Promoted Flight Lieutenant, 23 September 1943. Repatriated 2 August 1945. Retired 21 September 1945. Commissioned 1942. Medal sent by registered mail 30 March 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Record Office Air 2/9038 has recommendation drafted 18 October 1944 when he had flown 19 sorties (100 hours 22 minutes).

Flight Lieutenant Maddocks has recently completed his first operational tour during which he has flown as Bomb Aimer on bombing, mining and Special operations. Some of his targets have been such heavily defended places as St. Nazaire, Wilhelmshaven and Berlin.

He has been with the squadron for 22 months and for the last 15 months he has been Squadron Bombing Leader. He has invariably proved himself a very able Leader and has taken considerable trouble over the instruction of new crews, paying meticulous attention to all details.

During the last six months he has carried out a total of 13 sorties with a wide

variety of captains, some experienced and some newcomers to the squadron.

I therefore recommend that Flight Lieutenant Maddocks' ability as an Air Bomber and his zeal in the execution of his duties as Bombing Leader be recognized by the award of the Distinguished Flying Cross.

This was endorsed on 19 October 1944 by the Officer Commanding, Station Methwold, who wrote:

Throughout his long and protracted tour as Squadron Bombing Leader, this officer has never spared himself in his efforts to instill into his section that "the best was not quite good enough." This meticulous attention to detail, his unlimited patience with new crews and, above all, the very high standard he set himself when operating, have been a source of inspiration to all air bombers.

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MADDOX, FS John Lightfoot (R90215) - **Mention in Despatches** - No.61 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 28 February 1916; home in Toronto; enlisted there 18 November 1940. Originally classified as Nursing Orderly; Reclassified as Hospital Assistant, 1 December 1942. LAC on enlistment; Corporal on 1 July 1942; Flight Sergeant on 29 March 1944. To RAF, 19 June 1941; repatriated 9 November 1944; released 30 October 1945. Spent much of his early overseas service with No.400 Squadron. Died 2003. DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation for a British Empire Medal dated 29 August 1944 when he was Wardmaster at Station Topcliffe.

During the three and one half-years that this Non-Commissioned Officer has been in service in Great Britain he has proven to be an outstanding and reliable medical Non-Commissioned Officer. His experience has been varied, and has been instrumental in the opening up of new sick quarters, viz, "R" Depot, Warrington, RCAF Eastmoor, RCAF Tholthorpe, as well as the changing over of sick quarters at Linton Station. This involved the setting up of the administrative procedure, and in each instance the routine of the hospital was in efficient operation in record time.

In April 1943, whilst a passenger in a Wellington aircraft, where he was injured himself, he was successful in removing two of the crew, resulting in their lives being saved. His knowledge and cool-headed performance in regard to aircraft casualties are outstanding, and his devotion to duty merits him worthy of the

award of the British Empire Medal.

NOTE: He had also been recommended for a Mention in Despatches (27 July 1944) with the following citation:

This Non-Commissioned Officer who has been in the service in Great Britain for the last 3 ½ years, has proven to be an outstanding and reliable medical Non-Commissioned Officer. He has been called upon to perform unusually responsible duties under extenuating circumstances, especially in connection with aircraft casualties. His performance of duties is an outstanding example to others.

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MADILL, F/L Bert Dennis (J16607) - **Distinguished Flying Cross** - No.123 Squadron - Award effective 5 November 1945 as per **London Gazette** dated 13 November 1945 and AFRO 155/46 dated 15 February 1946. Born 28 January 1923 in Edmonton; home there. Enlisted 24 June 1941. Trained at No.2 ITS, No.19 EFTS and No.2 SFTS. Commissioned December 1942. Released 15 September 1945. Rejoined postwar RCAF, 16 August 1946 (27167); promoted Flight Lieutenant, 1 January 1951; retired in Edmonton, 18 August 1970. Photo PL-39573 is a portrait.

Flight Lieutenant Madill has been engaged on operational flying over the South East Asia area of war operations for over two years. He has completed numerous tactical reconnaissance sorties over the difficult terrain of northwest Burma. He has also flown on many long range reconnaissances and taken part in bombing attacks against varied targets in Burma. Throughout this officer has maintained a high standard of skill and devotion to duty.

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MADILL, F/L David George (C15881) - **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 at Spring Creek, Saskatchewan, 23 February 1918; home in Doonside, Saskatchewan; enlisted in Regina, 5 November 1940. Radar officer in UK and on continent. On his release from the military in 1945, he entered Emmanuel College to study Theology. Ordained in the Anglican Church in 1950.

He served in Saskatchewan for several years only to return to military life as a Chaplain in the RCAF (37571). His posting were across Canada with official visits to bases in Europe and the Middle East.

Upon retirement, he served as Chaplain at Westminster Veterans Hospital in London, Ontario.

Died in Comox, British Columbia. 9 October 2013.

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MADILL, F/L William Michael (J21812) - **Mention in Despatches** - No.298 Squadron (AFRO says only "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946.. Born 27 July 1914 in Transcona, Manitoba. Educated in The Pas, Manitoba. 1920 to 1931. Labourer in The Pas, 1931 (mill closed, no orders), Burns Company, The Pas, 1932 (plant closed), Monarch Lumber, Flin Flon, 1933 to 1935 and Monarch Lumber, Beatty, Saskatchewan, 1935 to enlistment. Home in Madison, Saskatchewan; enlisted in Saskatoon, 5 September 1941 and posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 24 October 1941. To No.32 SFTS (guard duty), 20 December 1941. To No.4 SFTS (non-flying duty), 26 January 1942. To No.7 ITS, 15 February 1942; graduated and promoted LAC, 24 April 1942 but not posted to No.6 EFTS until 6 June 1942. Ceased flying training and posted to Trenton, 4 July 1942. To No.7 AOS, 28 August 1942; graduated and commissioned 18 December 1942. To "Y" Depot, 2 January 1943; to RAF overseas, 25 January 1943; disembarked in Britain, 4 February 1943. Attached to No.50 Group Pool, 23 April to 7 May 1943. To No.3 (Observer) AFU, 15 June 1943. To No.20 OTU, Lossiemouth, 20 July 1943. Promoted Flying Officer, 21 August 1943. To No.1652 Conversion Unit, 13 October 1943. Attached to No.4 Group Battle School, 13 October to 26 November 1943. To No.298 Squadron, 23 February 1944. Promoted Flight Lieutenant, 18 December 1944. Attached to Woodbridge, 21-24 March 1945. Repatriated 2 August 1945. Retired 25 September 1945. Certificate sent 16 August 1948. Died in Prince George, British Columbia, 26 October 1977.

Notes: Repatriation Form dated 9 July 1945 stated he had flown 34 sorties (249 hours 25 minutes), the last on 23 April 1945. He had also flown 331 hours 20 minutes non-operational. Types of aircraft experienced had been Tiger Moth (10.35), Anson (30.00), Wellington (79.20) and Halifax (460.50).

Application for Operational Wing dated 31 July 1945 claimed 34 sorties (plus seven transport) for 429 hours; sorties from 23 February 1944 to 13 June 1945.

Training: Interviewed in Saskatoon, 1 April 1940. "Above average type of applicant. Has keen intelligence and very good personality and appearance. Keen and alert. Well spoken and well mannered. Should make a good pilot."

Attended No.7 ITS, 2 March to 24 April 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill and Signals (written). Scored 860 points of a possible 1,000. Scored 51 percent in Visual Link. Placed 29th in a class of 97. "Conscientious, good spirit, sincere, steady. Not much zip. Average

type.”

Washed out at No.6 EFTS - “Progress test revealed this Airman’s flying ability to be below average. It was necessary to assist with landings. During circuit flying he was found to lack coordination of controls and carried out turns in a dangerous manner. This airman is keen to remain aircrew and it is recommended that he be re-selected as an Air Bomber. Conduct while at this school was very good,”

Attended No.7 AOS, 31 August to 18 December 1942. Anson aircraft - 24.05 as first navigator by day, 37.55 as second navigator by day, 24.50 as first navigator by night, 16.30 as second navigator by night. Graded in following areas - Navigation air work (532/700), Photography air work (86/100), Elements of Navigation (424/500), Magnetism and Compasses(82/100), Instruments (42/50), Signals, practical (95/100), Signals, written (41/50), Maps and Charts (38/50), Meteorology (68/100), Photography (33/50), Reconnaissance (38/50), Aircraft Recognition (75/100) and Armament (36/50). Placed fourth in a class of 25. “A confident navigator, not easily rattled.” Also, “His ground work has showed a steady upward trend, resulting in above average marks.” Also, “A very level headed individual who shows good judgement at all times. Has a very pleasing personality.”

Course at No.20 OTU was 20 July to 28 September 1943. Flew 24.55 as first navigator by day, 5.10 as second navigator by day, 29.15 as first navigator by night, 20.00 as second navigator by night. During ground training this navigator made good progress although he seemed rather weak in theory. In the Flight he did exceptionally well and showed the possibility of becoming an outstanding practical navigator, his astro air work was exceptionally good, and his general navigation very sound and accurate, Has attended Oxygen decompression chamber on this Unit. Recommended for Pathfinder Force.”

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MADORE, F/L Andrew Francis (C2851) - **Air Force Cross** - No.19 EFTS, Virden, Manitoba - Award effective 20 October 1942 as per **London Gazette** of that date and AFRO 1830/42 dated 13 November 1942. Born in North Bay, Ontario, 12 January 1907. Employed by Canadian Pacific Telegraphs, 1923-1932, Ontario Provincial Highways Department (surveys), 1932-1933, garage operator, 1933-1934, Brandon Flying Club, 1934-1937 (instructor from 1935 onwards), Saskatoon Flying Club, 1937-1939 (instructor) and pilot with Trans-Canada Airlines, 1939 to RCAF enlistment. Member of the Saskatoon Light Infantry (Second Lieutenant), February to September 1939. Enlisted in RCAF, in Winnipeg, 10 October 1940 and immediately granted commission as Flying Officer. To No.6 EFTS, Prince Albert, 23 October 1940. Granted Leave Without Pay on that date and retained at No.6 EFTS. To No.2 EFTS, Fort William, December 1940. Returned at uncertain date to No.6 EFTS; posted in April 1941 to No.19 EFTS. Recalled

to RCAF active force, 1 December 1942, at which time he held rank of Flight Lieutenant (seniority from 1 July 1942). Promoted Squadron Leader, 15 May 1943. To No.2 Training Command, 15 November 1944. To Release Centre, 27 January 1945. Retired 7 February 1945. Died in New Westminster, British Columbia, 28 October 1990 as per British Columbia Vital Statistics . Presented by Governor General, 3 December 1942.

This officer has undoubtedly done more toward the successful organization and operation of the flying of Elementary Flying Training Schools than any other individual. He was Chief Flying Instructor at No.6 EFTS, Prince Albert, Saskatchewan, from October to December, 1940, when he was sent to No.2 EFTS, Fort William, to organize the flying there. After completing his work there he went back to Prince Albert where he remained until April 1941, at which time No.19 EFTS, Virden, Manitoba was opened. He came to the school as Chief Flying Instructor and has since organized the flying so well that No.19 EFTS is now considered the premier double EFTS in Canada. His most recent achievement is the supervision of 7,047 instructional flying hours in January 1942 without a single accident. This officer has been employed at EFTS's since October 1940, and since that time has flown a total of 1,400 hours.

The recommendation was raised on 6 February 1942; wording as above. F/L A.J. Vincent (No.19 EFTS) supported it, and on 12 February 1942 it was approved by Headquarters, No.2 Training Command. AFHQ consideration and approval delayed until 2 September 1942.

Selected Assessments: "Employed as Chief Flying Instructor by operating company at No.6 EFTS. Professional, relatively above average." (5 December 1940).

"A former civilian instructor who has considerable experience as an elementary instructor. He has done a good job as chief flying instructor at No.19 EFTS as well as other schools in this command." (W/C E.M. Mitchell, No.2 Training Command Headquarters, 28 January 1943).

"This officer has natural qualities of leadership with uncanny knowledge of human psychology. Background, 15 years as Pilot - 8-9 years specializing in Elementary Instruction, two years in Canadian Militia with commissioned rank. Is a fine soldier, an outstanding EFTS CFI; logical and clear thinking and enjoys the confidence and respect of all associated with him." (J.B. Morgan, manager of No.19 EFTS, 5 May 1943).

"CFI, No.19 EFTS, Virden. Above average in most respects, but lacks service experience. Has never got away from civilian ideas and adapted service attitude." (A/V/M T.A. Lawrence, No.2 Training Command, 27 May 1944).

Notes: On 27 September 1940 he was interviewed by F/O A.B. Taylor in Winnipeg who described him thus: "RCAF 'A' category Instructors A and C Engines (Elementary). Graduated 16 Air Force Elementary 1939. Saskatoon Flying Club, 2,000 hours civilian instruction. Presentable. Good personality. Officer calibre in every respect. Firm manner. Good bearing. Should be an excellent instructor."

Letter dated 14 October 1940 (G/C A. De Niverville to DPR) indicates that he was being released from Canadian Airways [sic] specifically to be CFI at No.6 EFTS.

As of 12 December 1941 there was a report that he wished to be called to active service. On 16 December 1941 the Manager of the Virden Flying Training School Limited (No.19 EFTS), replied that such was not the case (letter to G/C F.A. Sampson, AFHQ, copy to No.2 Training Command Headquarters). He went on to say:

We, in turn, feel that it would be a big mistake to recall Mr. Madore to the service, as most of his experience in flying has been in Elementary Flying Instruction; he is a keen psychologist with a particular gift for analyzing students' and instructors' reactions and in our opinion, the multiplication of this knowledge through the pupils passing through his hands is the best contribution he can make to the CATP/

Mr Madore is an extremely capable leader, but he is of the practical type and we doubt he would be happy for long in an administrative or junior position.

For the above reasons we feel it would be a waste of fine material to recall him unless as "CFI" at a larger school, where there would be a further multiplication of his knowledge. If you have this in mind, no doubt Mr. Madore would be desirous of being recalled and we certainly would recommend the move, but as long as our school is one of the largest Elementary Schools, both he and we request that he be left with us.

On 12 October 1942 there was more correspondence on possible recall to active service, this time to ferry Hurricanes from Fort William (of possible interest as his brother had flown the type with No.242 Squadron before being killed). Again, the Manager of No.19 EFTS pleaded for his retention given that the school had recently experienced a high turnover of staff including lending the Assistant CFI to No.2 EFTS.

On 30 April 1943, W/C Z.L. Leigh suggested that Madore should be posted to No.12 (Communications) Squadron, Rockcliffe for refresher training in Radio Range flying and let-down procedure, on completion of which he would be posted to Eastern Air Command to

instruct Bomber Reconnaissance pilots in instrument, radio range and let-down procedures. His background as a former TCA pilot was noted. G/C T.C, Macfarlane concurred (4 May 1943), describing him as a "very well qualified pilot." However, on 10 May 1943, G/C H.H. Atkinson (No.2 Training Command Headquarters) disagreed, noting Madore had little experience outside of training aircraft. He added, "Further, due to his personality and temperament, it is not felt that this officer might be entirely satisfactory in a position of considerable responsibility."

Tested 5 October 1943 at which time he held an A.2 Elementary category. He had taken a course, 7 September to 1 October 1943 at Trenton. At the time he had flown 3,391 hours 20 minutes on single-engine aircraft (solo) and 59 hours 50 minutes on single-engine aircraft (dual). In addition, on twin-engine aircraft he had 23 hours 15 minutes dual and 205 hours 45 minutes solo. "Has shown great keenness in his work throughout the course, but has found difficulty in converting to advanced instructional methods. His instructional manner is sound." Course had been mainly on Crane aircraft.

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MAFFRE, F/O Gerald Frederick (J10973) - **Belgian Croix de Guerre 1940 with Palm** (deceased) - Awarded 17 July 1948 as per **Canada Gazette** of that date and AFRO 455/48 dated 23 July 1948. Born in Montreal, 8 August 1940. Home in Outremont (clerk). Enlisted in Montreal, 6 June 1940 and posted to No.1 Manning Depot, Toronto. To No.1 ITS, Toronto, 24 June 1940. Promoted LAC, 21 July 1940 and posted to No.4 EFTS, Windsor. To No.31 SFTS, Kingston, 6 October 1940. Promoted Sergeant, 30 December 1940. To Station Trenton, 8 January 1941. To No.9 SFTS, Summerside, 23 March 1941 as instructor. Promoted WO2, 30 December 1941. Commissioned 31 March 1942. Promoted Flying Officer, 1 October 1942. To No.14 SFTS, Aylmer, 5 March 1943. To "Y" Depot, 29 June 1943. Embarked from Halifax, 21 July 1943. Disembarked in Britain, 29 July 1943. To No.21 (Pilot) AFU, 24 August 1943. Attached to No.1521 Beam Approach Training Flight, 21-28 September 1943. To No.23 OTU, 23 November 1943. To No.61 Base, 13 March 1944 and attached to No.1659 Conversion Unit. Promoted Flight Lieutenant, 31 March 1944. To No.434 Squadron, 14 April 1944. Killed in action with No.434 Squadron, 27/28 April 1944, Halifax LL243. Buried in Holland.

He had been very restless as an instructor, with frequent breaches of discipline including leaving the flying area without permission (June 1942), failure to appear for duty on time (August 1942), partaking of alcohol within four hours of flying (December 1942), disregarding CO's instructions re "treating" in the mess (December 1942), taxi accident while speeding (December 1942), going on 48 hour pass without permission (February 1943) and slight damage to aircraft owing to dangerous flying and bad air discipline (February 1943). In no case did he receive any punishment more than "Reproved" but by February 1943 his superiors concluded that his lack of interest now made him useless as an instructor. He was warned that further

trouble would jeopardize an overseas posting. He then went to No.14 SFTS, where he clearly "shaped up", was described as "an experienced, hard working pilot and quiet instructor." Accordingly, an overseas posting was arranged.

He was one of four brothers in the RCAF - James Cooper Maffre (Mentioned in Despatches), Gerald Frederick Mafre (Mentioned in Despatches, killed in action), Kenneth Reginald Maffre (killed in action) and John Malcolm Maffre.

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MAFFRE, Sergeant James Cooper (R77419) - **Mention in Despatches** - Overseas - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born 6 January 1918. Home in Treherne, Manitoba; enlisted in Montreal, 22 November 1940. To No.10 Repair Depot, 31 January 1941. To No.3 WS, 15 March 1941. Promoted LAC, 15 April 1941. To No.7 BGS, 3 August 1941; graduated and promoted Sergeant, 1 September 1941. To Embarkation Depot, 2 September 1941. To RAF, 17 September 1941; promoted WO2, 1 November 1942; repatriated 28 December 1943; released 13 April 1944.

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MAGEE, F/L Clyde Charles (J24264) - **Distinguished Flying Cross** - No.582 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 7 September 1915 in Toronto; home in London, Ontario; enlisted in Toronto, 10 September 1940; to No.1 Manning Depot, Toronto, 11 September 1940. To No.1 BGS, 30 September 1940. Promoted LAC, 28 October 1940. Posted that date as Air Gunner to No.6 (BR) Squadron, Alliford Bay. Promoted Sergeant, 25 November 1940. To No.120 (BR) Squadron, 8 June 1941. Remustered to pilot trainee and posted to No.4 ITS, 7 May 1942; may have graduated 3 July 1942 but not posted to No.19 EFTS until 29 August 1942; may have graduated 23 October 1942 but not posted to No.11 SFTS until 8 November 1942; graduated and commissioned 5 March 1943. To "Y" Depot, 19 March 1943. To RAF overseas, 27 March 1943. Disembarked in Britain, 4 April 1943. To No.11 (Pilots) AFU, 1 June 1943 (Oxford aircraft, 53 hours five minutes). Attached to No.1524 Beam Approach Training Flighty, 15-22 June 1943 (Oxford, 10.45). To No.82 OTU, 20 July 1943 (Wellington, 80.50). Promoted Flying Officer, 5 September 1943. To No.1678 Conversion Unit, 7 October 1943 (Stirling, 38.55). To No.31 Base, 30 November 1943. Attached to No.3 Lancaster Finishing School, 24 January to 7 March 1944 (Lancaster, 11,10). To No.7 Squadron, 7 March 1944 (Lancaster, 31.20, second pilot). To No.582 Squadron, 1 April 1944 (Lancaster, 383 hours). Promoted Flight Lieutenant, 15 June 1944. Promoted Acting Squadron Leader, 1 January 1945. Repatriated 7 February 1945. Relinquished Acting Squadron Leader, 5 June 1946. To No.1 Composite Training School, Toronto, 6 June 1946. Remained in postwar RCAF (20211). To No.1 Air Command

Administrative Unit, Trenton, 6 January 1947. To Camp Borden, 8 June 1947. To Signals School, Clinton, 23 December 1947. To Trenton, 24 September 1948. To Canadian Joint Staff, London, 12 May 1950 for Air Weapons Officer Course, RN Air Station St, Merryn. To Air Armament School, Trenton, 4 March 1951. Promoted Squadron Leader, 1 January 1952, To AFHQ, Ottawa, 18 August 1952. To Flying Instructor School, Trenton, 16 August 1954.. To Advanced Flying School, Gimli, 18 September 1954. To No.1 (Fighter) OTU, Chatham, 7 January 1955. To No.1 Air Division, Headquarters, 4 May 1955. To No.2 Wing, Grostenquin, 6 May 1955 To No.422 Squadron, 31 August 1955. To No.1 Air Division Headquarters, 7 January 1957 (Senior Air Staff Officer). To No.6 Tactical Air Control Centre, Metz, date uncertain. To No.2 Flying Training School, Moose Jaw, 30 July 1959. Retired 4 January 1963. DFC and Bar presented 27 January 1946. Died in Fergus, Ontario, 12 August 1989 as per **Legion Magazine** of February 1990 and **Airforce** of April-May-June 1990. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." An undated clipping from Saskatoon **Star Phoenix** says he was a spy dropper and towed a glider to Normandy on D Day (not borne out by sortie list). Public Records Office Air 2/8881 has recommendation dated 21 September 1944 when he had flown 43 sorties (178 hours 20 minutes), 24 March to 25 August 1944.

24 March 1944 - Berlin
26 March 1944 - Essen
30 March 1944 - Nuremburg
9 April 1944 - Lille
10 April 1944 - Laon
20 April 1944 - Cologne
24 April 1944 - Karlsruhe
27 April 1944 - Friedrichshafen
30 April 1944 - Somain
3 May 1944 - Montdidier
7 May 1944 - Nantes
11 May 1944 - Louvain
21 May 1944 - Duisburg
22 May 1944 - Dortmund
24 May 1944 - Aachen
27 May 1944 - Rennes
7 June 1944 - Foret de Cerisy
8 June 1944 - Fougères
14 June 1944 - Douai
16 June 1944 - Renesure
23 June 1944 - Coubronne
24 June 1944 - Middel Straete

28 June 1944 - Blainville sur l'Eau
30 June 1944 - Villers Bocage
2 July 1944 - Oisemont
6 July 1944 - Coquereux
9 July 1944 - L'Hey
10 July 1944 - Nucourt
12 July 1944 - Thiverny
22 July 1944 - Lizeux
23 July 1944 - Kiel
24 July 1944 - Stuttgart
25 July 1944 - Stuttgart
28 July 1944 - Hamburg
30 July 1944 - Caument area
3 August 1944 - L'Isle Adam
4 August 1944 - Trossy Maximin
7 August 1944 - Mare de Magne
10 August 1944 - Dijon
12 August 1944 - Russelsheim
15 August 1944 - St.Trond
16 August 1944 - Stettin
25 August 1944 - Brest

Flight Lieutenant Magee has completed a first tour and volunteered to continue with an extended tour as captain of a Blind Marking crew. He has shown outstanding ability as a captain, and his keenness and energy in operating and improving his crew's capabilities are unsurpassed. He has shown himself to be an able and determined leader, undaunted by the heaviest opposition.

MAGEE, F/L Clyde Charles, DFC (J24264) - **Bar to Distinguished Flying Cross** - No.582 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945.

This officer has completed a large number of day and night missions during which he has successfully attacked a wide range of strongly defended targets. He has maintained an excellent standard of operational efficiency and has at all times shown courage and devotion to duty of a high order.

NOTE: Public Records Office Air 2/9050 has recommendation dated 21 December 1944 when he had flown 60 sorties (254 hours 25 minutes) of which 17 trips (60 hours) had been flown since previous award. Added sorties and unpublished citation as follows; statement that he had

flown "20 more very successful sorties" cannot be resolved when checking actual sortie lists.

20 Sept 1944 - Calais
27 Sept 1944 - Sterkrade
30 Sept 1944 - Sterkrade
3 October 1944 - Westkapelle
5 October 1944 - Saarbrücken
6 October 1944 - Scholven
12 October 1944 - Wanne Eickel
14 October 1944 - Duisburg
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
25 October 1944 - Homburg
12 November 1944 - Dortmund
20 November 1944 - Aschaffenburg
21 November 1944 - Koblenz
27 November 1944 - Neuss
15 December 1944 - Ludwigshafen

Since being recommended for his Distinguished Flying Cross Flight Lieutenant Magee has participated in 20 more very successful sorties as a Blind Marker, most of them being against the heavily defended targets in the Ruhr and Rhineland. He has set a fine example of captaincy and his keenness has been a source of inspiration throughout the squadron. He is strongly recommended for a non-immediate award of a Bar to the Distinguished Flying Cross.

Training: Had taken flying lessons before enlistment, Interviewed in Toronto, 27 August 1940 by F/O C.S. Stonehouse. "Good type young man, Splendid physique. Keen to fly. Average intelligence. Believe he may be officer material."

Course at No.1 BGS was 1-28 October 1940. Battle aircraft - four hours 15 minutes gunnery plus 7.10 as passenger. Tied for fourth place in a class of 58. "Above average, very interested in work, works very hard. Has shown promise in handling men."

Course at No.4 ITS was 11 May to 3 July 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill and Signals. Scored 791 points of a possible 1,000. Placed 48th in a class of 81. "Father in RAF in Canada during the last war. Good material, very fine type, keen and able."

Course at No.19 EFTS was 30 August to 23 October 1942. Tiger Moth aircraft -27.45 day dual (8.05 dual to first solo), 54.20 day solo, 3.25 night dual, 35 minutes night solo. Was 10.30 on instruments and logged ten hours in Link. Courses in Navigation, Airmanship, Armament (practical), Aircraft Recognition and Signals. Scored 579 points of a possible 700. Placed 13th in a class of 42. "Very keen and has shown good progress throughout his training. A little weak in aerobatics. Above average ability in Ground School work. Has a lot of ambition and does a good bit of work,"

Course at No.11 SFTS was 9 November 1942 to 5 March 1943. Crane aircraft - 81.50 day dual (7.20 dual to first solo), 67.50 day solo, 8.55 night dual, 9.45 night solo. Was 27.05 on instruments and 17.20 in formation. Logged 26.30 in Link. Courses in Navigation, Airmanship, Armament (written and practical), Signals (written and practical) and Meteorology. Scored 601 points of a possible 750. Placed 25th in a class of 50. "Conscientious, hard working pilot who is slow plodding type. He has been a good average student all the way through his course at Service School. Recommended for a commission, Link, 78 percent."

Notes: On repatriation form he stated he had flown 60 sorties (253.35 operational hours) plus 366.50 non-operational. In Canada he had flown about 280 hours as a Wireless Air Gunner.

Application for Operational Wing dated 16 December 1944 claimed four sorties with No.7 Squadron (21 hours 40 minutes), 19-31 March 1944 and 56 with No.582 Squadron (249.30), 31 March to 27 November 1944.

As of 31 December 1956 he listed his types and hours as follows - Tiger Moth (87.50), Crane (168.20), Oxford (81.45), Wellington (80.50), Stirling (38.35), Lancaster (624.05), Ventura (185.10), Mitchell (16.25), Mustang (50.45), Firefly (23.20), Barracuda (13.40), Martinet (1.15), Seafire (8.20), Sea Hornet (7.05), Sea Fury (123.20), Meteor (2.35), Vampire (28.50), Harvard (270.00), Dakota (15.45), Expeditor (106.25), T-33 (141.20), F-86 (346.20).

Selected Assessments: "Flight Lieutenant Magee has been employed for approximately one month as course officer in charge Aircrew Courses at the Air Weapons School. He appears to have a sound working knowledge of the job and has advanced several ideas for improving training, He has a tendency to build the importance of his work and is most ambitious regarding himself and his job. However, he is reliable and a diligent worker. Prior to this employment Flight Lieutenant Magee was Flight Commander of Bombing Flight and as such was outstanding." (S/L W.E. Tuller, Station Trenton, 8 August 1951).

"Squadron Leader Magee has been a Squadron Commander on this Wing for only four months and in that time has proven himself to be an excellent Squadron Commander. He gives full cooperation and support at all times and maintains his squadron in a high state of efficiency.

Highly recommended for promotion," (W/C J.F. Allan, No.4 Wing, 11 May 1956)

"Squadron Leader Magee has proven to be an excellent squadron commander. He is popular with his officers and men and has worked tirelessly to guide, help and counsel them. Tremendously enthusiastic about squadron life and squadron flying he has contributed greatly to the very high efficiency and morale of 422 Squadron. Active in all Wing activities, he was most conspicuous as a Chapel elder, as head of the Boy Scout Group and coach of the Squadron hockey team. He is very active socially and supported by his wife has proven to be a fine example to the younger officers. On occasions Magee has acted as Chief Operations Officer and has demonstrated his ability to take on greater responsibility. Very strongly recommended for promotion to Wing Commander." (G/C B.E. Christmas, No.4 Wing, 3 January 1957).

"Squadron Leader Magee has made an extremely favourable impression at 2 FTS, He has shown and keen and sincere desire to carry out his duties in an exemplary manner. His willingness to fly with students and share the work load of his staff has been a fine example to his subordinates and others, He has had no difficulty whatsoever in adapting to his new role, having qualified for a 'B' category and is attempting to gain his A2 category in June. In doing so, he has shown commendable energy, initiative and leadership qualities." (W/C Thomas, No.2 FTS, 5 May 1960).

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MAGEE, Sergeant Donald Linwood (R115078) - **British Empire Medal** - 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. Born 19 March 1919. Home in Trenton; enlisted in Toronto, 12 July 1941 as Clerk-Stenographer and posted to No.1 Manning Depot. To Trenton, 19 July 1941. To Eastern Air Command, 30 August 1941. Promoted AC1, 12 October 1941. Promoted LAC, 1 April 1942. To "A", 10 May 1942. Promoted Corporal, 1 September 1942. To No.1 Air Command, 18 January 1943. Promoted Sergeant, 1 August 1943. To Release Centre, 24 February 1946. Released 5 March 1946. Presented 18 October 1947. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 8) has citation.

This non-commissioned officer has performed outstanding work in charge of the Retirement and Discharge section of No.1 Air Command Administrative Unit. His untiring efforts and efficiency have assisted greatly to the success of this unit. The unselfish manner in which he has worked has been a constant source of inspiration to his fellow men.

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MAGEE, F/L Douglas Thomas (J14417) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 14 August 1921 in Souris, Manitoba; home there; enlisted in Winnipeg, 17 July 1941. Granted Leave Without Pay until 15 August 1941 when posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 10 October 1941. To No.12 SFTS (guard duty), 23 November 1941. To No.2 ITS, 4 January 1942; graduated and promoted LAC, 25 February 1942; to No.5 EFTS on 28 February 1942; graduated 6 June 1942 when posted to No.10 SFTS; graduated and commissioned 25 September 1942. To No.1 Flying Instructor School, 24 October 1942. To No.3 BGS, 28 November 1942. Promoted Flying Officer, 25 May 1943. To "Y" Depot, 10 September 1943. Taken on strength of No.3 PRC, Bournemouth, 13 October 1943. Promoted Flight Lieutenant, 25 September 1944. Repatriated 8 June 1945. Retired 21 September 1945. Rejoined as Reserve Pilot (Flight Lieutenant, 212406), Calgary Flying Club, 3 May 1954; released 31 October 1955. Medal sent by registered mail 28 June 1949. Photo PL-43753 shows F/O Ray Johnston of Prince Albert (navigator, left) and F/L D.T. Magee of Souris, Manitoba (right) taken while serving with No.427 Squadron. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 18 April 1945 when he had completed 29 sorties (194 hours 55 minutes), 28 October 1944 to 16 April 1945.

This officer has carried out twenty-nine operational sorties against enemy targets. He is captain of a crew which was specially selected to undertake the most hazardous Gardening missions requiring the highest degree of airmanship and accuracy. Flight Lieutenant Magee has, on all occasions, displayed exceptional keenness for operational flying, and has pressed home his attacks with outstanding courage and determination despite strong enemy opposition. This pilot has set an outstanding example to other personnel of the squadron.

It is considered that this officer's ability and fortitude, coupled with his fine offensive spirit, fully merit the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

28 October 1944 - Cologne (5.20, second pilot)
30 October 1944 - Cologne (6.10, second pilot)
1 November 1944 - Oberhausen (5.15)
18 December 1944 - Duisburg (6.15)
29 December 1944 - Oberlar (6.30)
30 December 1944 - Cologne (6.30)

2 January 1945 - Ludwigshaven (7.35)
5 January 1945 - Hanover (6.05)
6 January 1945 - Hanau (6.40)
13 January 1945 - Saarbrucken (7.35)
14 January 1945 - Grevenbroich (6.10)
16 January 1945 - Magdeburg (6.30)
28 January 1945 - Stuttgart (7.20)
13 February 1945 - Bohlen (8.15)
17 February 1945 - Wesel (6.00)
18 February 1945 - Fredrichshaven (6.20, mining)
21 February 1945 - Worms (7.20)
24 February 1945 - Kamen (6.25)
25 February 1945 - Arendal (6.45, mining)
1 March 1945 - Mannheim (7.05)
2 March 1945 - Cologne (5.50)
5 March 1945 - Chemnitz (8.30)
7 March 1945 - Hemmingstadt (6.35)
9 March 1945 - Oslo (7.15, mining)
12 March 1945 - Kessalo (6.20, mining)
4 April 1945 - Oslo (7.20, mining)
9 April 1945 - Kiel (5.40, mining)
13 April 1945 - Kiel (6.25)
16 April 1945 - Schweindorf (8.55)

Application for Operational Wing dated 23 April 1945 states he had flown 30 sorties (200 hours 25 minutes), 28 October 1944 to 22 April 1945.

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MAGEE, LAC Gerald Richard (R272026) - **British Empire Medal** - RCAF Overseas Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 3 October 1924. Home in Good Hope, Alberta; enlisted in Edmonton, 8 September 1943 as Driver (Motor Transport). To No.1 Manning Depot, 17 October 1943. To No.5 BGS, 5 January 1944. To "Y" Depot, 30 March 1944. Taken on strength of No.3 PRC, Bournemouth, 4 April 1944. Repatriated 3 August 1947. To Edmonton, 8 August 1947. Retired 22 September 1947.

This airman is the senior Air Force driver at the unit. For several months he has operated a vehicle to all parts of the Continent under circumstances of almost unsurmountable difficulties. In view of the conditions on the Continent, it has

more often than not been impossible for him to obtain proper sleeping quarters or messing arrangements. It has been necessary to operate over a wide territory which presented new and difficult problems to complete the assignment. Notwithstanding the long hours which he has worked far in excess of his normal hours of duty, he has shown the utmost willingness and cheerfulness in his work. In the thousands of miles which he has driven, his keen devotion to duty has not been relaxed and he has operated without mishap or accident. He has willingly assumed, without direction or instructions, numerous other difficult tasks which have been encountered by the investigating teams being transported by him. His efforts have been an incentive to his fellow airmen and of assistance beyond assessment by the officers of the unit.

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MAGGS, S/L Raymond Frank (C89548) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Born 24 December 1897. Home in North Battleford; formerly a Canadian in the RAF (84597); transferred to RCAF in London, England, 29 January 1945. Repatriated to Canada, 5 September 1945. Retired 17 October 1945, settling in North Battleford. Much wartime work as liaison officer in Canada on BCATP duties.

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MAGILL, P/O James (J89838) - **Distinguished Flying Cross** - No.578 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 7 July 1922 in Saskatoon; home there; enlisted Winnipeg 11 December 1941. Granted Leave Without Pay until 14 January 1942 when posted to No.2 Manning Depot. To No.3 BGS, 28 February 1942 (guard duty). To No.7 ITS, 9 May 1942; graduated and promoted LAC, 3 July 1942 but not posted to No.6 EFTS until 15 August 1942; graduated 9 October 1942 and posted to No.4 SFTS; ceased training and posted to No.1 Composite Training School, 14 January 1943; to No.5 BGS, 19 February 1943; graduated 14 May 1943 and posted next day to No.1 CNS; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943; to United Kingdom, 15 July 1943. Commissioned 22 September 1944. Repatriated 7 February 1945. Promoted Flying Officer, 22 March 1945. Retired 12 April 1945. Photo PL-35241 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 2/9039 has recommendation for a DFM (he was still a Flight Sergeant) dated 22 October 1944 when he had flown 38 sorties (162 hours 30 minutes), 11 June to 15 October 1944.

* denotes Daylight sortie

11 June 1944 - Massy Palaiseau (5.13)
12 June 1944 - Amiens (4.27)
14 June 1944 - Douai (3.55)
15 June 1944 - Foulliard Dump (5.37)
17 June 1944 - St.Martin l'Hortier (3.30)
30 June 1944 - Villers Bocage (4.21)*
1 July 1944 - Oisemont (3.57)*
4 July 1944 - St.Martin l'Hortier (3.57)
5 July 1944 - St.Martin l'Hortier (4.03)
9 July 1944 - Les Cartelliers (4.26)*
12 July 1944 - Thiverny (4.54)*
15 July 1944 - Nucourt (4.45)
18 July 1944 - Caen H.2 (4.29)*
20 July 1944 - Bottrop (4.47)
23 July 1944 - Kiel (5.24)
28 July 1944 - Foret de Nieppe (3.24)*
29 July 1944 - Foret de Nieppe (4.00)*
1 August 1944 - Anderbelck (3.08)*
3 August 1944 - Bois de Casson (4.43)*
5 August 1944 - Foret de Nieppe (2.54)*
7 August 1944 - TOTALIZER 3 (4.55)
18 August 1944 - Sterkrade (4.21)
25 August 1944 - Brest (5.24)
27 August 1944 - Homburg (4.16)*
3 September 1944 - Venlo (3.52)*
10 September 1944 - Le Havre (3.31)*
11 September 1944 - Gelsenkirchen (4.17)
12 September 1944 - Munster (4.30)
15 September 1944 - Kiel (5.30)
17 September 1944 - Boulogne (3.03)*
24 September 1944 - Calais II (3.03)*
25 September 1944 - Calais 2B (3.27)*
26 September 1944 - Calais (3.03)*
27 September 1944 - Calais (3.14)*
5 October 1944 - Sterkrade (4.23)*
9 October 1944 - Bochum (5.18)
14 October 1944 - Duisburg (5.08)
15 October 1944 - Duisburg (5.25)

Flight Sergeant Magill has carried out 38 operations totalling 162.30 hours during which he has taken part in attacks on important targets such as Duisburg, Bochum, Munster and Kiel.

Throughout an extended tour of operations against a considerable variety of targets both by day and night, this fine Non-Commissioned Officer has fulfilled his duty as an Air Bomber with the utmost coolness and efficiency. He has demonstrated his ability by the high percentage of "Aiming Point" photographs which he has brought back from his many sorties into Germany and the occupied countries. A most conscientious crew member whose courage and cheerfulness have set a fine example to his crew and other members of the squadron.

For his exceptional tenacity of purpose and fine record he is strongly recommended for the award of the Distinguished Flying Medal.

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MAGILL, FS William Hugh (R277564) - **Distinguished Flying Medal** - No.429 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 8 July 1925 in Toronto; home there (munitions worker); enlisted there 16 September 1943. To Technical Training School, 31 October 1943. To No.16 Explosives Depot, 12 December 1943. To No.10 BGS, 31 December 1943; promoted LAC, 14 February 1944; graduated and promoted Sergeant, 24 March 1944. To No.3 Aircrew Graduate Training School, 7 April 1944. To "Y" Depot, 6 May 1944. Taken on strength of No.3 PRC, Bournemouth, 25 May 1944. Repatriated 13 June 1945. Retired 7 September 1945. Medal sent by registered mail 14 March 1952. DHist file 181.009 D.5525 has recommendation dated 20 February 1945 when he had flown 15 sorties (108 hours five minutes), commencing 27 November 1944. Incident described was 16/17 January 1945 and recommendation suggests the enemy aircraft was shot down. Postwar employed by City of Toronto; died in Toronto 11 May 1996. RCAF photo PL-42912 (ex UK-19549 dated 30 March 1945) is captioned as follows: "Halfway through his first tour of operations, F/L H.W. MacDonald, Toronto, a pilot with the Bison squadron of the RCAF Bomber Group, has been awarded an immediate DFC. On one of his recent attacks on Wanne Eickel his mid-upper gunner, FS W.H. Magill, also of Toronto, claimed destruction of an unidentified enemy fighter." RCAF Photo PL-42958 (ex-UK-19417) of 19 March 1945 shows him. Photo PL-42959 (ex-UK-19418) of 19 March 1945 shows F/L H.W. MacDonald (pilot, Toronto) and FS W.H. Magill (Toronto).

This airman has participated in a number of operation missions against heavily defended targets in the Ruhr Valley. At all times he has proved himself to be a

skilful and vigilant air gunner. His fine fighting spirit, determination and devotion to duty have always been outstanding. In January 1945 his aircraft was detailed to attack Magdeburg. While on the return flight an enemy aircraft was sighted. Flight Sergeant Magill's excellent directions enabled his captain to out-manoeuve the enemy fighter while his accurate return fire forced the hostile aircraft to break off the engagement.

DHH file 181.009 D.1502 (Library and Archives Canada RG.24 Volume 20599) has original recommendation drafted 25 February 1945 by W/C R.L. Bolduc when he has flown 15 sorties (108 hours five minutes):

On the night of 16/17 January 1945, the crew of which Flight Sergeant Magill was rear gunner was detailed to attack Magdeburg. While on the homeward journey after attacking the target, an enemy aircraft was sighted on the port beam slightly below. He immediately gave directions to his captain for evasive action, and opened fire. The enemy aircraft closed to 200 yards at which point two mild explosions were seen in the enemy aircraft and it broke away, dived and was seen to explode on hitting the ground.

This Non-Commissioned Officer has participated in fifteen attacks on enemy targets, most of which have been against the heavily defended targets of the Ruhr. He has at all time shown himself to be a keen and alert gunner with a fine offensive spirit who has always been of great assistance to his captain in avoiding combat and enabling him to reach his target and return safely to base.

It is considered that this Air Gunner's keenness, alertness and devotion to duty fully merit the award of the Distinguished Flying Medal.

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MAGNUSSON, P/O Holger Fred (J88837) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 13 January 1923; home in Grand Falls, Montana; enlisted in Winnipeg, 30 October 1942. To No.2 Manning Depot, 10 January 1943. To No.5 AOS, 27 February 1943 (non-flying duties). To No.8 Repair Depot, 6 March 1943. To No.23 PAE, 20 May 1943. To No.2 Air Gunner Ground Training School, 25 June 1943. Promoted LAC, 7 August 1943 and posted that day to No.3 BGS; graduated 17 September 1943 and promoted Sergeant. To "Y" Depot, Halifax, 1 October 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Commissioned 22 July 1944. Repatriated 27 November 1944. To No.5 BGS, 18 January 1945. Promoted Flying Officer, 22 January 1945. To Release Centre, 17 February 1945.

Released 31 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.1729 (RG.24 Vol.20607) has recommendation dated 14 October 1944 when he had flown 39 sorties (188 hours 25 minutes), 25 March to 14 October 1944.

This Air Gunner has completed thirty-nine operational bombing attacks against the enemy. At all times his work has been of a very high calibre and his cheerful confidence and devotion to duty have been an excellent example to his crew.

The sortie list was as follows:

25 March 1944 - Aulnoye (6.00)
26 March 1944 - Essen (6.15)
30 March 1944 - Nuremburg (7.30)
9 April 1944 - Villeneuve St. George (5.30)
10 April 1944 - Ghent (4.25)
18 April 1944 - Le Borget (5.55)
30 April 1944 - Somain (4.55)
1 May 1944 - St.Ghislain (4.50)
9 May 1944 - St. Valery-en-Caux (4.00)
11 May 1944 - Boulogne (4.00)
12 May 1944 - Louvain (4.55)
19 May 1944 - Le Clipon (2.55)
27 May 1944 - Bourg Leopold (5.15)
31 May 1944 - Au Fevre (4.50)
12 June 1944 - Arras (5.00)
14 June 1944 - Cambrai (4.30)
15 June 1944 - Boulogne (3.50)
16 June 1944 - Sautrecourt (4.20)
17 June 1944 - Oisemont Neuville (3.55)
20 July 1944 - Grandes Bois (3.55)
23 July 1944 - Donges (6.10)
24 July 1944 - L'Hey (4.10)
25 July 1944 - Stuttgart (8.45)
28 July 1944 - Hamburg (5.40)
30 July 1944 - Amaye (4.20)
1 August 1944 - L'Hey (3.20)
3 August 1944 - Nieppe (4.30)
4 August 1944 - Cassan (5.05)

5 August 1944 - St. Leu d'Esserent (4.45)
7 August 1944 - La Hogue (5.05)
8 August 1944 - Chantilly (5.10)
9 August 1944 - La Neuville (4.05)
25 August 1944 - St. Mathieu (6.05)
31 August 1944 - Cezembre (4.25)
3 September 1944 - Volkel (3.20)
11 September 1944 - Le Havre (4.05)
17 September 1944 - Boulogne (3.55)
24 September 1944 - Calais (4.00)
14 October 1944 - Duisburg (5.15)

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MAGNUSSON, P/O John Freeman (J87579) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 18 March 1917 in Leslie, Saskatchewan; home there (cook); enlisted in Saskatoon, 20 November 1941. To No.2 Manning Depot, 17 December 1941. To Technical Training School, 12 February 1942. To No.1 ITS, 25 April 1942; graduated and promoted LAC, 19 June 1942; to No.6 AOS, 1 August 1942; to Central Navigation School, 12 September 1942; to No.1 Composite Training School, 23 October 1942; to No.5 BGS, 20 November 1942; to No.1 Central Navigation School again, 6 February 1943. Graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, 3 April 1943; to RAF overseas, 26 May 1943. Commissioned 26 June 1944. Promoted Flying Officer, 26 December 1944. Repatriated 26 January 1945. Retired 26 March 1945. Resumed farming for eight years before joining Saskatchewan Wheat Pool, first as an elevator agent and then working in Head Office. Medal sent by registered mail 7 June 1950. Died in Foam Lake, Saskatchewan, 28 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." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 14 November 1944 when he had flown 37 sorties (169 hours 15 minutes), 24 December 1943 to 29 September 1944.

This officer has taken part in many operational sorties, including such heavily defended targets as Hamburg, Boulogne, Arras, and various targets in France. Whatever the dangers and difficulties over the target area, Pilot Officer Magnusson invariably remained quietly and efficiently at his post, setting an excellent example to less experienced members of his crew. He has displayed efficiency and ability in these duties and, being always alert and fearless, in any circumstances, was of the greatest value to this squadron. By his coolness and

courage, Pilot Officer Magnusson has contributed to the success of thirty-four sorties. In recognition of this officer's high standard of operational efficiency, I strongly recommend that he be awarded the Distinguished Flying Cross.

The sortie list was as follows:

24 December 1943 - Gardening (3.55)
19 February 1944 - Leipzig (8.30)
24 February 1944 - Diversion Raid (1.35)
25 February 1944 - Gardening (5.00)
6 March 1944 - Trappes (6.10)
23 March 1944 - Laon (6.00)
30 April 1944 - Somain (4.45)
1 May 1944 - St. Ghislain (5.00)
8 May 1944 - Haine St. Pierre (4.25)
11 May 1944 - Boulogne (3.20, early return)
12 May 1944 - Louvain (4.55)
24 May 1944 - Trouville (4.40)
27 May 1944 - Le Clipon (4.00)
31 May 1944 - Auden (3.20)
10 June 1944 - Versailles (5.35)
12 June 1944 - Arras (4.55)
14 June 1944 - Cambrai (4.45)
15 June 1944 - Boulogne (4.15)
24 June 1944 - Bonnetot (4.00)
25 June 1944 - Gorenflos (3.45)
27 June 1944 - Wizernes (3.45)
4 July 1944 - Biennais (4.20)
5 July 1944 - Biennais (3.50)
9 July 1944 - Mont Candon (4.10)
20 July 1944 - Donges (2.40)
28 July 1944 - Hamburg (5.45)
1 August 1944 - Acquet (3.45)
3 August 1944 - Foret de Nieppe (4.00)
4 August 1944 - Bois de Cannes (4.25)
7 August 1944 - Caen (5.00)
9 August 1944 - Rouen (3.20)
10 August 1944 - La Pallice (6.30)
12 August 1944 - La Neuville (4.00)
14 August 1944 - Falaise (4.30)

15 August 1944 - Soesterburg (3.15)
10 September 1944 - Le Havre (4.20)
25 September 1944 - Calais (4.40)
26 September 1944 - Calais (4.10)

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MAGNUSSON, S/L Norman Lawrence (J17168) - **Distinguished Flying Cross** - Middleton St. George - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 1918 in Winnipeg; home there; enlisted 30 June 1941. Formerly in Winnipeg Grenadiers. Trained at No.2 ITS, No.5 AOS and No.7 BGS. Commissioned 1943. Original member of No.428 Squadron. Remained in postwar RCAF (25791), retiring in 1973 with rank of Major-General and holding appointment of Commander, Order of Military Merit. After retirement was Assistant Vice-President (Human Resources) Canadian Broadcasting Corporation. Two brothers, Norris and Elmer Magnusson, were killed in the Second World War. 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." Died in Victoria, British Columbia, 16 June 1997. Public Records Office Air 2/9039 has recommendation dated 26 October 1944 when he had flown 29 sorties (189 hours 15 minutes). Station Navigation Officer at the time.

* Wellington aircraft

Halifax aircraft

6 February 1943 - GARDENING, Petten (4.00)*
7 February 1943 - Lorient (7.20)*
19 February 1943 - Wilhelmshaven (6.20)*
24 February 1943 - Wilhelmshaven (6.00)*
26 February 1943 - Cologne (6.50)*
3 March 1943 - Hamburg (6.35)*
5 March 1943 - Essen (6.05)*
12 March 1943 - Essen (5.15)*
26 March 1943 - Duisburg (5.00)*
28 March 1943 - St.Nazaire (6.15)*
30 March 1943 - Dinghy Search (7.20)*
10 April 1943 - Frankfurt (8.45)
14 April 1943 - Stuttgart (7.25)*
16 April 1943 - Mannheim (7.00)*
21 April 1943 - Dinghy Search (3.30)*
4 May 1943 - Dortmund (5.50)*
12 May 1943 - Duisburg (5.35)*
13 May 1943 - Bochum (5.50)*

18 May 1943 - GARDENING, Brest (4.55)
29 May 1943 - Wuppertal (6.00)*
25 June 1943 - Gelsenkirchen (5.25)#
3 July 1943 - Cologne (7.00)#
9 July 1943 - Gelsenkirchen (7.25)#
13 July 1943 - Aachen (5.50)#
24 July 1943 - Hamburg (6.15)#
25 July 1943 - Essen (5.00)#
27 July 1943 - Hamburg (6.25)#
29 July 1944 - Hamburg (5.50)#
3 August 1943 - Dinghy Search (5.10)#
9 August 1943 - Mannheim (7.00)#
10 August 1943 - Nuremburg (8.25)#

This officer has completed a large number of sorties in an exemplary manner against nearly all of the major targets in Germany. As a navigator he has done a splendid job and has inspired his crew with great confidence. His devotion to duty and outstanding work as a navigator against such heavily defended targets has set a fine example. He has been constantly diligent and accurate in all his work. In recognition of Squadron Leader Magnusson's outstanding courage and devotion to duty, he is strongly recommended for the award of the Distinguished Flying Cross.

MAGNUSSON, S/L Norman Lawrence, DFC (J17168) - **Mention in Despatches** - No.64 Base (AFRO gives only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation sent to No.6 Group Headquarters, from Middleton St.George, 2 February 1945 when he had served one year in Canada, 31 months overseas. Station Navigation Officer.

This officer since finishing his tour of operations has done an excellent job of work as Station Navigation Officer and his guidance has done much to bring up the standard of navigation in both squadrons.

RCAF Press Release No.4485 dated 9 April 1944 from Sergeant John Bagder reads:

WITH RCAF BOMBER GROUP OVERSEAS: A 350-mile-per-hour dive in a flak-shattered Wellington that should have fallen apart – but didn't – is one of two experiences that remain vividly in the mind of Flying Officer Norman Magnusson of Suite One, Hague Apts, Westminster Avenue, Winnipeg. The big blond navigator completed a tour of operations with the Canadian Bomber Group's

Ghost Squadron, before it converted to Halifaxes.

His twin-engined Wellington had discharged its bomb-load on a Wilhelmshaven target one night and was flying out of the area when it was trapped in a box barrage. Flak-bursts engulfed it. Fragments smashed into a wing near the fuselage, weakening it. A big hunk narrowly missed Magnusson but wrecked his navigational instruments. Other pieces rendered rudder and fins partly unserviceable. The whole tail assembly was "just hanging on", in Magnusson's words. The devastated bomber nosed over, dived 900 feet earthward, its speed increasing to a screaming 350 miles per hour. Vibration was terrific. The crew, which had not been harmed, was unable to do anything except hang on and pray that the pilot could wrestle his control column back. Second Lieutenant Kingdon (correct) Knapp, DFC, Pittsburg USA, was captain of the aircraft. It took all his strength to pull the Wellington out of its plunge. A shaking wreck, the bomber levelled out at 3000 feet. Knapp sized up the damages, told the crew to reach for their parachutes. A conference over the intercom ensued. The boys decided that, rather than bail out, they would dare the risk of 'ditching' at sea and try to fly back. The Wellington limped home at 120 m.p.h. Fortunately, enemy defences did not molest it again. Magnusson navigated without instruments. He and the others expected to have to ditch, but the aircraft made it. Coming in to land, it hit an electric wire on the edge of the airfield due to its faulty controls. A blinding flash filled the bomber for an instant but Knapp did not allow it to distract him. The Wellington made a bumpy but adequate landing, under the circumstances. The engineering officer of the station was astounded that the wreck had been capable of the return flight.

Another 'shaky-do' that Magnusson will never forget took place on a minelaying expedition. Beneath its cliffs, Brest Harbor lay clear and beautiful in the moonlight when the lone Wellington swooped in low. It had laid its mines and was speeding out to sea by the time the defences were in action. Land ack-ack batteries and about half a dozen flak-ships poured searchlight beams and flak-bursts from many directions, converging in the wake of the Wellington. The aircraft was flying below the level of the cliffs, at a height of about 200 feet, when the unearthly glare of the beams blinded Knapp for a moment. He looked down to rest his dazzled eyes. Unconsciously, he must have put pressure on the control column. The Wellington slanted toward the dark waves. Knapp looked up, attracted by the fiery tracks of tracers shooting by his windshield. Seeing the danger, he yanked the stick back, yelled over the intercom that the boys must prepare to 'ditch'. As the bomber levelled out, its underside plowed the surface of the waves. It was a terrible moment for the crew. The aircraft was

shuddering under the impact of water and flak. Outside in the moonlight, they could see bursting flak mingle with spray. Then the bomber skidded upward again, and Knapp quickly dodged it out of danger. The port propeller which had dipped into the waves had 18 inches sheared off each blade, the starboard engine was not functioning properly and the fuselage was shredded with flak-holes. The fliers were unharmed, though a big piece from one of the amputated blades had just missed Knapp and another had skimmed by Magnusson. But the American found he could keep that 200-foot layer of air between the Wellington and the sea, so he kept on going. Both engines were kept running, though the vibration caused by the ruined propeller was bound to damage its engine. The boys had reason to fear that the starboard one might quit at any minute. It didn't and Knapp brought them home safely again. Magnusson recalls proudly that his skipper was awarded an immediate DFC for the feat.

Magnusson is now instructing at a heavy conversion unit of RCAF Bomber Group Overseas.

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MAGUIRE, P/O John Norman (J94106) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 25 May 1924 in Toronto; home there (clerk); enlisted there 14 January 1943 but not posted to No.1 Manning Depot until 31 March 1943. To No.2 Manning Depot, 27 April 1943. Promoted LAC, 23 March 1943. To No.2 WS, 28 May 1943; may have graduated 26 November 1943 but not posted to No.3 BGS until 10 December 1943; graduated and promoted Sergeant, 12 March 1944. To No.4 Aircrew Graduate Training School, 26 March 1944. To "Y" Depot, 22 April 1944; taken on strength of No.3 PRC, Bournemouth, 3 May 1944. Commissioned 6 February 1945. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945 for "Tiger Force" training; to Greenwood, 31 July 1945. RCAF photo PL-43746 shows P/O J.N. Maguire (left) and P/O R.P. Garndner (Sudbury) stating that "they shared destruction of a FW.190 on the first mission of their tour." Retired 25 September 1945. Presented 22 June 1949. Postwar he worked for Manufacturer's Life Assurance. Moved to United States, 1956; died in Plantation, Florida, 20 September 2002.

In November 1944, during an attack on Dusseldorf, the aircraft in which Pilot Officer Maguire was rear gunner was attacked by enemy fighters. By his alertness and timely warnings he enabled his pilot to evade all attacks successfully. This officer has consistently displayed courage and devotion to duty of a high order.

DHH file 181.009 D.2618 (Library and Archives Canada RG.24 Volume 20627) had the original recommendation, drafted by W/C F.R. Sharp, 28 February 1945 when he was still an NCO and had flown 22 sorties (146 hours 58 minutes) as follows:

2 November 1944 - Dusseldorf (6.15)
4 November 1944 - Bochum (5.25)
6 November 1944 - Gelsenkirchen (5.00)
16 November 1944 - Julich (4.50)
18 November 1944 - Munster (5.55)
4 December 1944 - Karlsruhe (6.40)
6 December 1944 - Osnabruck (6.20)
18 December 1944 - Duisburg (5.45)
24 December 1944 - Dusseldorf (4.40)
28 December 1944 - Opladen (6.00)
29 December 1944 - Trois Dorf (7.00)
30 December 1944 - Cologne (6.20)
2 January 1945 - Ludwigshaven (7.15)
16 January 1945 - Magseburg (7.08)
1 February 1945 - Mainz (7.10)
2 February 1945 - Wanne Eickel (5.35)
4 February 1945 - Bonn (6.05)
7 February 1945 - Goch (6.25)
13 February 1945 - Bohlen (9.10)
14 February 1945 - Chemnitz (8.10)
17 February 1945 - Wesel (6.25)

On the night of November 2nd, 1944, while over the target of Dusseldorf, the aircraft in which Flight Sergeant Maguire was rear gunner was attacked in force by enemy fighters. By his alertness and timely warnings, Flight Sergeant Maguire enabled his pilot to successfully evade all attacks. The rear gunner sighted a FW.190 dead astern level at 350 yards and he immediately opened fire after ordering evasive action. The enemy aircraft also opened fire but its tracer passed over the top of the bomber. The fighter closed in to 200 yards and then broke away down and ahead on the port quarter. The mid-upper gunner was then in position to bring his guns to bear and he opened fire. The FW.190 was then seen to break into flame and dive down into cloud where it exploded.

Flight Sergeant Maguire has consistently the utmost in alertness, courage and devotion to duty, and he has participated in many sorties over heavily defended targets, including Cologne, Duisburg, Bochum and Dusseldorf. For his fine

example and consistently high performance, Flight Sergeant Maguire is strongly recommended for the award of the Non-Immediate Distinguished Flying Medal.

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MAGWOOD, F/L Charles McLaughlin (J5975) - **Distinguished Flying Cross** - No.403 Squadron - Award effective 30 April 1943 as per **London Gazette** dated 18 May 1943 and AFRO 1078/43 dated 11 June 1943 - Born 27 November 1913 in Toronto. Insurance agent there before war. Enlisted there 17 August 1940. To "B", 23 September 1940 (probably Manning Depot, Brandon); to No.2 ITS, 21 December 1940; graduated and promoted LAC, 28 January 1941 although date of posting to No.16 EFTS was 27 January 1941. Graduated 28 March 1941 and posted to No.2 Manning Depot; to No.11 SFTS, 10 April 1941. Graduated and commissioned, 4 July 1941; posted that date to Embarkation Depot. To RAF overseas, 31 July 1941. Arrived in UK on 14 August 1941. Attended No.53 OTU, 16 September to 18 November 1941. With No.403 Squadron, 26 November 1941 to 13 June 1943 (promoted Flying Officer, 4 July 1942; Flight Lieutenant, 15 December 1942) and Squadron Leader, 23 April 1943). On strength of Station Kenley, 13 June to 19 July 1943. Returned to Canada, 27 July 1943; reposted to "Y" Depot, 29 August 1943; to United Kingdom, 12 September 1943. With No.403 Squadron, 28 September to 20 October 1943, and No.421 Squadron, 20 October to 13 December 1943. Staff postings overseas until August 1945 including RCAF Overseas Headquarters, 26 June 1944. Repatriated to Canada, 29 August 1945. To No.2 Release Centre, 7 September 1945. Released 29 October 1945. Died in Toronto, 9 July 2007. Credited with the following aerial victories (Spitfire serials from Chris Shores, **Aces High**, 2nd edition): **15 February 1943**, one FW.190 damaged (BS145); **8 March 1943**, one FW.190 damaged (BS196, shared with P/O C.G. Cumming); **3 April 1943**, one FW.190 destroyed (BS383); **4 April 1943**, two FW.190s destroyed (BS383); **13 May 1943**, one FW.190 destroyed plus one damaged (BS383); **24 October 1943**, one FW.190 damaged (MH903); **3 November 1943**, one FW.190 destroyed (MH903). Award presented by King George VI, 13 July 1943. A portrait of him by Edwin Holgate is held by the Canadian War Museum (catalogue number 11500). RCAF photo PL-15827 (ex UK-3898 dated 10 May 1943) shows Magwood talking to RCAF press officer F/O Bob Francis and Alan Randal of Canadian Press. PL-15829 (ex UK-3900 dated 10 May 1943) shows Magwood talking to Alan Randal of Canadian Press on return from operations ("Magwood had only just time to doff his flying togs."). PL-15874 (ex UK-3803 dated 3 May 1943) shows Magwood chatting beside his aircraft with LAC R.A. Tronnes (fitter, New Norway, Alberta) and Corporal Mike Keliciak (rigger from Winnipeg).

RCAF photo PL-45609 (ex UK-23262 dated 21 August 1945) shows Scottish golf club maker John Forgan showing an improvised golf ball (made by an RAAF POW) to W/C Charles Magwood during RCAF Overseas Golf Championship played at St. Andrews. RCAF photo PL-45774 (ex UK-24123 dated 6 August 1945) taken while he was still at Torquay waiting for repatriation.

In April 1943, this officer was engaged in escorting a bomber force during an operational sortie. Much fighter opposition was encountered and in the ensuing combat Flight Lieutenant Magwood shot down two enemy aircraft. The previous day he engaged a Focke Wulfe 190 from close range and his accurate fire caused the enemy aircraft to disintegrate in the air. Flight Lieutenant Magwood, who has completed fifty-one sorties, has invariably displayed great courage and devotion to duty.

The following appeared in the **Globe and Mail**, 8 August 2007:

TOLD HE WAS TOO OLD TO BE A PILOT, HE NEVERTHELESS BECAME AN ACE

by Max Hartley

For Charles Magwood, "shooting a line" was something a respectable war veteran just didn't do. The buyer for Simpson-Sears abhorred anyone who told tall tales that glorified the violence and brutality of the Second World War. For his part, the former Royal Canadian Air Force Spitfire pilot rarely spoke of his own experiences, even though he had been decorated for gallantry by George VI.

A talented and fearless flier, Mr. Magwood was credited with destroying five enemy aircraft and damaging 3½ others while serving with Nos. 403 and 421 Squadrons in England. At one point, he shot down three Nazi planes in two days -- something he never told his children.

Mr. Magwood grew up on Dovercourt Road in what was then Toronto's west end. His surgeon father was the head of obstetrics at Western Hospital and his mother was a well-known pianist and one of the first musicians in Canada to record for RCA Victor. Charles learned to play the piano at an early age and had a keen eye for mathematics.

As a teenager, he developed into a star athlete at the University of Toronto Schools, an academically elite boys school where he excelled in wrestling, basketball and track and field. He set a record in the 220-yard dash that stood for 24 years until it was bested by someone with the same name -- his nephew, Charles Johnston Magwood. Evenings were spent learning sonatas on the piano or playing basketball at the YMCA across the street from home.

After graduating with a bachelor's degree in commerce from the University of Toronto, Mr. Magwood went to work selling group insurance at Canada Life. There, he spied a red-haired secretary named Marion Cecilia King, who worked in another department on his floor. He engineered a meeting after discovering they had a mutual acquaintance, and a few days later, a

"chance" encounter on the street set the course of a long relationship.

Their romance was interrupted by war. Even though he was 26, Mr. Magwood enlisted in the air force, where most of his fellow recruits were many years his junior.

Initially considered too old to fly, he was assigned to observer training. However, it wasn't long before the demand for pilots pushed him into the cockpit of a Spitfire. After training in Llandow, Wales, he was posted to RCAF 403 "Wolf" Squadron at Martlesham Heath airfield in Suffolk.

On April 4, 1943, the squadron was assigned to escort a formation of U.S. bombers sent to attack a German factory on the outskirts of Paris. Along the way, it was jumped by a flock of Luftwaffe Me 109s and Focke-Wulf 190s. Mr. Magwood attacked a group of the enemy fighters at close range, destroying two and forcing another to retreat. Each of his kills was recorded between the pale blue covers of his logbook. Every mission and every battle was recounted in painstaking detail. Small swastikas denoted hits, larger, circled swastikas were reserved for confirmed kills.

His preferred method of attack was to get in as close to the enemy as possible. An entry from April 17, 1943, the day he shot down two Germans, reads: "Blasted one with cannon shells in engine cockpit and fuselage from 500 yds and he spun down to the left pouring grey-white smoke. Chased two more back towards French coast."

About the kill the day before, he wrote: "It was one of those you dream of getting and before they knew what happened we got 5 destroyed, 1 prob. and 1 dam. I opened on mine from about 150 yds and he completely disintegrated, leaving only a black cloud."

The entries are marked by a large, dark swastikas ringed by nickel-sized circles.

On another mission to escort 60 B-17 bombers to France's Cherbourg Peninsula, he and another pilot attacked a German fighter: "[We] jumped a FW 190 out of the sun and plastered him from 350-10 yds., narrowly avoiding collision. He went down almost vertically, pouring white smoke. Last seen at 5-6,000 feet in same attitude, pouring black smoke. Given probable; shared letter of commendation for our efforts."

Not long afterward, he described having some "good fun with 20 FW 190s and Me 109s ... My section peeled off on 4 190s -- mine a flamer. Later saw FW 190 coming up fast on 3 Spits about 1,000 yards on port. Dashed over and knocked him down as he was firing ... bits and pieces came back from cannon burst of 3½ sec. He rolled over and went down vertically. Saw him at about 5,000 feet in same attitude, but can only claim a damaged."

Like many fighter pilots, Mr. Magwood would have received a higher score if not for the scrupulously high reporting standards set by the RCAF and allied air forces. Regulations required that a kill be confirmed by other pilots or observers on the ground, and then undergo scrutiny - he may have downed as many as 10 enemy aircraft. Even so, his five official kills qualified him as an ace.

Interestingly, the "old man" of the squadron never took a single hit in about 200 missions, while other pilots as much as 10 years his junior failed to return from their first sortie.

Mr. Magwood became a mainstay of the squadron, eventually rising to the rank of wing commander. He even designed the squadron's crest, with the words "Stalk and Strike" emblazoned across the bottom. On July 13, 1943, he was summoned to Buckingham Palace, where, in recognition of his three kills in two days, the king pinned on him the Distinguished Flying Cross.

In October of 1943, Mr. Magwood was transferred to RCAF 421 Squadron, where he took over as commanding officer and continued to lead missions. Two months later, he was grounded because of serious sinus problems that were probably caused by flying at high altitude; he never again went aloft in combat. He remained at his desk job, champing at the bit, until 1945.

After returning from the war, he and Marion were married at Timothy Eaton Memorial Church on Oct. 5, 1945. They had three children. Mr. Magwood returned to Canada Life for a time but soon left to work for a friend at the Robert Simpson Co. in Toronto, where he eventually became a buyer for Simpson-Sears catalogue. Because of his job, the family moved often, to the likes of London, Ont., and Montreal, but eventually returned to Toronto.

More than anything, Mr. Magwood was a family man who enjoyed nothing more than spending time with his children. "He travelled so much, but when he came home he wanted to catch up," daughter Mary recalled. "He'd ask me how I was liking my ballet lessons ... he was a very loving and understanding man."

However, he was haunted by memories of the war. Son John remembered being awakened at night by the sound of screaming; it was his father having nightmares. When John asked about the screaming over breakfast, his father refused to discuss it, but evidently reconsidered. A few mornings later, he looked at his 10-year-old son and felt compelled to explain. The screaming, he said, was over letters he had to write as wing commander - it was his job to tell families back home that their sons had been killed.

"It was still eating him up inside," John recalled. His father looked relieved to have talked about

the dreams, and John told him he was not to have any more nightmares. John never heard the screams again.

While Mr. Magwood's logbook reveals much methodically recorded information, he didn't share it with his family. The horrors of war just weren't something he wanted to talk about.

"For Dad, it was inappropriate to dwell on the details," son Stephen said. "The war was a nasty piece of business that everybody was engaged in, and a kill was just an unfortunate circumstance of war. Claiming a kill was much less important."

A savvy money manager, Mr. Magwood returned from the war with nearly \$10,000 to his name and continued to invest wisely through the years. By all accounts, he always knew a deal when there was one to be had. On one occasion, he took the family on a road trip across the United States in their 1964 Buick Wildcat. Arriving on the West Coast, he received an offer for the car he couldn't refuse. He sold it and the family flew back to Toronto. An astute real-estate investor, he often owned homes that were grander than those of his bosses.

In 1974, he retired from Sears to run a furniture-design business. Nine years later, he gave that up to spend more time with his family.

CHARLES MAGWOOD

Charles MacLachlan Magwood was born in Toronto on Nov. 27, 1913. He died of pneumonia at Sunnybrook War Veterans Residence in Toronto on July 9, 2007. He was 93. He is survived by his wife Marion and children John, Stephen and Mary. He also leaves seven grandchildren and three great-grandchildren.

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MAHER, LAC Dermott William (R175040) - **Mention in Despatches** - Dalton (AFRO gives unit only as "Overseas" - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 7 April 1918. Home in North Bay; enlisted in Toronto, 19 June 1942 as Radio Mechanic. Granted Leave Without Pay until 9 August 1942 when posted to No.1 Manning Dept. Promoted AC1, 3 November 1942; promoted LAC, 3 February 1943. To "Y" Depot, 8 March 1943; to RAF overseas, 27 March 1943. Repatriated 18 June 1945. To Debart, 19 June 1945. To Halifax, 13 September 1945. Discharged 21 September 1945. . DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation forwarded from No.61 Base to Headquarters, No.6 Group, 11 September 1944. Notwithstanding the discrepancy of dates, this indicates the sort of work he was doing which would have merited award., stating he had served eight months in Canada, 17 months in

England.

This airman while an ACH/GD was employed in the capacity of a Flying Control Assistant and carried out his duties in a highly efficient manner. During the time this station was below establishment in Flying Control Officers, Leading Aircraftman Maher assumed duties and responsibilities far beyond those which would normally be expected of him. He is still entrusted with considerable responsibility and has shown outstanding administrative ability and tact in performing his duties and directing the work of other assistants, some of whom are Non-Commissioned Officers.

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MAHON, F/L Harold Henry Staunton (J25694) - **Distinguished Flying Cross** - No.433 Squadron (AFRO says No.434 Squadron but DHist records show the recommendation as emanating from No.433) - Award effective 23 November 1945 as per **London Gazette** dated 4 December and AFRO 212/46 dated 1 March 1946. Born 28 October 1913 in Toronto; home in Outremont (clerk inspector, member of COTC); enlisted in Toronto, 20 February 1934 with No.10 (Army Cooperation) Squadron as an Apprentice. Classified as Aircraft Hand (Carpenter), 20 April 1936. Remustered to aircrew and posted to No.1 Manning Depot, 25 May 1942; to No.4 Manning Depot, 16 July 1942; to No.5 ITS, 12 September 1942; confirmed as LAC, 5 December 1942; posted on 9 January 1943 to No.4 BGS; graduated 20 March 1943 and posted that date to No.9 AOS; graduated and commissioned, 30 April 1943; to Mountain View, 1 May 1943. To No.5 BGS, 7 May 1943; promoted Flying Officer, 30 October 1943; to "Y" Depot, 20 November 1943; taken on strength of No.3 PRC, 23 November 1943. Promoted Flight Lieutenant, 27 November 1944. Repatriated 13 June 1945. To Greenwood for Tiger Force training, 2 August 1945; to Release Centre, 1 October 1945; retired 5 October 1945, settling in Montreal. DFC presented in Montreal, 25 November 1949. No citation other than "completed...numerous operations against the enemy in which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation by W/C G.A. Tambling dated 19 May 1945 when he had completed 29 sorties (145 hours ten minutes), 18 July 1944 to 10 May 1945 (including EXODUS flights on 8 and 10 May 1945).

This officer has now completed twenty-nine operational sorties over enemy territory, including such heavily defended areas as Hamburg (2), Dortmund (2), Kiel and Duisburg.

Flight Lieutenant Mahon has displayed outstanding ability and a strong sense of duty and holds a fine record of achievement on the squadron. He has acted as Bombing Leader with the squadron for the past eight months, and by his high

degree of skill, courage and initiative has proven an inspiration to all personnel. He has handled his section in a most outstanding manner and by his example of cheerful courage has maintained a very high standard of morale, not only among his section members, but in the squadron in general.

The sortie list was as follows:

18 July 1944 - Caen (4.15)
20 July 1944 - Ferme de Forrestel (4.10)
23 July 1944 - Dagnes (6.05)
24 July 1944 - Le Hey (3.35)
28 July 1944 - Hamburg (5.30)
30 July 1944 - Villers Bocage (4.00)
1 August 1944 - Le Hey (3.25)
3 August 1944 - Foret de Nieppe (4.15)
4 August 1944 - Bois de Casson (4.50)
5 August 1944 - St. Leu d' Esserent (5.20)
7 August 1944 - La Hogue (5.00)
9 August 1944 - Foret de Croc (4.25)
25 August 1944 - Ferfay (4.15)\
27 August 1944 - Mimoyecques (3.50)
31 August 1944 - Ile de Cezembre 4.50)
6 September 1944 - Emden (4.20)
12 September 1944 - Dortmund (5.45)
15 September 1944 - Kiel (5.45)
27 September 1944 - Duisburg (5.25)
28 September 1944 - Cap Gris Nez (4.10)
1 November 1944 - Oberhausen (5.55)
6 November 1944 - Gelsenkirchen (4.50)
18 November 1944 - Munster (6.40)
20 February 1945 - Dortmund (7.10)
1 March 1945 - Mannheim (7.10)
31 March 1945 - Hamburg (5.50)
25 April 1945 - Wanerooge Island (4.35)
8 May 1945 - Exodus (4.45)
10 May 1945 - Exodus (5.05)

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MAHONEY, F/L Clarence Vincent (J9509) - **Commended for Valuable Services in the Air** - No.6
OTU - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46

dated 25 January 1946. Born in Palmer, Saskatchewan, 9 July 1917. Educated in Meota, Saskatchewan, 1923-1932 and by private tutor, 1932-1933. Agent for a lumber company three years; two years of instruction as an Orderly in Provincial Hospital. Home in Saskatoon, Saskatchewan; enlisted there 13 January 1941 for General Duties and posted to No.2 Manning Depot. To No.2 Training Command, 10 February 1941; to No.10 SFTS that date. Promoted AC1, 4 April 1941. Promoted Acting Corporal, 9 May 1941. Remustered to aircrew, and posted to No.2 ITS, 20 June 1941 (reverted to AC2 on 21 June 1941); graduated 24 July 1941 and regained rank of LAC; to No.5 AOS on 24 July 1941; graduated 12 October 1941 and posted to No.3 BGS; graduated and promoted Sergeant, 24 November 1941; to No.1 ANS on 25 November 1941; commissioned 22 December 1941; posted to No.31 GRS on 6 January 1942; to No.31 OTU, 13 February 1942. To RAF overseas, 4 May 1942. To No.7 OTU, Limavady, 9 June 1942. Promoted Flying Officer, 1 October 1942. To Station Lynham, 3 October 1942. To Middle East, 24 October 1942. To No.38 Squadron, 8 January 1943. Reported to No.221 Squadron in Mediterranean, 3 March 1943. War Operations Room, Malta, July- August 1943. To United Kingdom by air, 8 August 1943. Repatriated to Canada, 31 August 1943. To No.32 OTU, 15 October 1943; promoted Flight Lieutenant, 22 December 1943. To No.6 OTU, 31 May 1944 (Senior Navigation Officer). To No.7 Photo Wing, 11 March 1946. To Release Centre, 5 April 1946. Retired 11 April 1946. Died 21 August 1997 in Qualicum Beach, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1997 (so the website says !). DHist file 181.009 D.1636 (RG.24 Vol.20604) has application for Operational Wings dated 14 February 1944. At No.31 GRS, January-February 1942, No.31 OTU from February to April 1942, No.7 OTU in UK, June to August 1942. Had served with No.200 Squadron (Sierra Leone), October to December 1942 (does not show on his RCAF file); No.38 Squadron on Wellingtons in Mediterranean (January-February 1943), No.458 Squadron on Wellingtons, Malta, 28 February to March 1943 (night torpedo drops; does not show in his RCAF file)), No.221 Squadron on Wellingtons, March to July 1943. Claimed 46 sorties (286 operational hours) on all units listed, 1 1/2 ships sunk. Posted to Canada in August 1943.

This officer, by his organizing ability, has improved and maintained the standard of Navigation Instruction in the air at this unit to its present high standard. The efficiency and devotion to duty he has displayed are outstanding.

Recommended for an Air Force Cross. 16 July 1945 by S/L D.W. Edmonds, Patricia Bay when he had flown 1,013 hours (195.05 in previous six months) of which 445 had been instructional (all in previous six months). Text as follows:

Flight Lieutenant Mahone is an outstandingly hard worker. He has, because of his organizing ability, by his fine example and by precept improved and maintained the standard of Navigation Instruction in the air to its present high standard.

This was reduced to a Commendation at Western Air Command Headquarters, 10 September 1945.

Training: Course at No.2 ITS was 21 June to 21 July 1941. Courses in Mathematics (96/100), Armament, practical and oral (81/100), Signals (96/100), Drill (71/100), Law and Discipline (56/60) and Hygiene and Sanitation (35/40). "Very fine type who rates high in all the qualifications necessary for a successful airman. One of the highest in his class and has the ability to make good."

Course at No.5 AOS was 21 July to 12 October 1941. Anson aircraft - 24.10 as first navigator by day, 24.10 as second navigator by day, 4.50 as first navigator by night, 4.50 as second navigator by night. "Very excellent work. Cool and proficient in the air." Ground courses in DR Plotting (124/150), DR/DF/WT written (142/200), Compasses and Instruments (128/150), Signals (88/100), Maps and Charts (74/100), Meteorology (81/100), Photography (81/100) and Reconnaissance (82/100). "Neat chart work. Good understanding of subjects," Placed ninth in a class of 39.

Course at No.1 ANS was 22 November to 22 December 1941. Anson aircraft - 7.35 as first navigator by day, 7.05 as second navigator by day, 8.35 as first navigator by night, 8.45 as second navigator by night. "Very satisfactory, skilful in the air." Graded in Astronomical Navigation, Plotting (102/150) and Astronomical Navigation, written (87/100). Placed second in a class of 31. "He continued to work hard. Above average student type." Carried out one high level bombing exercise by night and one low level bombing exercise by day.

Course at No.31 GRS was 19 January to 14 February 1942. Anson aircraft - 14 hours 30 minutes on navigation - "Sound navigator who will improve with experience." Ground courses in DR Navigation (162/200), Reconnaissance (178/200), Coding (85/100), Ship Recognition (166/200), and Visual Signals (Pass). "Above average. Hard working and keen. Slight tendency towards rush work with resultant lack of care."

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MAHONEY, P/O Daniel Carson (J19880) - **Mention in Despatches** - No.3 PRC - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 2 June 1918. Home in Reswich or Keswich, Ontario; enlisted in Toronto, 27 August 1941 and posted to No.5A Manning Depot. To No.31 OTU (guard duty), 11 November 1941. To No.3 ITS, 22 November 1941; graduated and promoted LAC, 17 January 1942 but not posted to No.12 EFTS until 1 February 1942; may have graduated 27 March 1942 but not posted to No.5 SFTS until 11 April 1942; graduated and promoted Sergeant, 31 July 1942. To "Y" Depot, 19 August 1942; to RAF overseas, 20 August 1942. Commissioned 25 November 1943. Promoted Flying

Officer, 25 May 1944. Served in No.18 Squadron (Bostons - see entry for James Walter Borden). Repatriated 4 January 1945. To No.1 Air Command, 16 January 1945. To Transport Conversion Squadron, Pennfield Ridge, 16 February 1945. To No.165 Squadron, 5 May 1945. Remained in postwar RCAF (129036), retaining rank of Flying Officer but promoted to Flight Lieutenant on 1 June 1952.

RCAF press release 5152 issued 24 January 1945 deals with his navigator more than himself but theirs is likely a shared experience. It reads as follows:

The navigator of an RAF Boston watched blue electric sparks move down an Italian valley one night last spring. Carefully he sent a 500-pound bomb hurtling into the railway bed just in front of the electric train. Seconds later the sparks ended in a burst of flame as the locomotive smashed into the bomb crater and freight wagons piled up behind it.

“That’s the kind of bombing that really gives some satisfaction:, says F/O J.J.T. Harford, Montreal, who recently returned to Canada after a tour of operations as a navigator with a Boston squadron on intruder work in Italy. His pilot was F/O D.C. Mahoney of Reswick, Ontario, who returned to Canada at the same time as his navigator

Harford, who has done a large number of night patrols at low level, flying up Italian valleys to strafe and bomb enemy communications, says, “We never got into trouble, we were really lucky.”

When British paratroopers had cleared the first Greek airfield, Harford was assigned to communications work and with F/O Mahoney landed in the third Allied aircraft in to Greece.

“The people were wonderful in Athens”, said F/O Mahoney. “They were all cheering us as we rode by in our jeep. The city was lighted up as bright as a Canadian city because guerillas had protected the lighting plants from German demolition. It was the first lighted city we had seen since we left home.

“As much as any other thing, we appreciated being able to drink water. In Italy we could never find a drink of safe water, but the Athens water from the Marathon dam was pure and we really enjoyed it.”

RCAF Press Release No. 8102 dated 5 January 1945 from F/O George Sinclair reads:

WITH RCAF IN BRITAIN: -- One of the first Allied airmen to land in liberated Greece, Flying Officer D.C. Mahoney, Keswick, Ontario, is now at an RCAF repatriation depot on his way home. Flying intruder Bostons in Italy, Mahoney did a large number of low-level night patrols up and down Italian valleys harassing enemy transport. On one occasion, he bombed a railway line just in front of an enemy train and watched the locomotive burst into flames as it crashed into the crater with freight cars piling up behind them.

At the end of his operational tour, Mahoney was assigned to communications duties and flew the third aircraft into liberated Greece, landing at Athens just after British Paratroopers had opened the airfield. "The people were wonderful in Athens," he said. "They were all cheering us as we rode by in our jeep. The city was lighted up as bright as a Canadian city because guerrillas had protected the lighting plants from German demolition. It was the first lighted city we had seen since we left home." "As much as any other thing, we appreciated being able to drink water. In Italy, we could never find a drink of safe water, but the Athens water from the Marathon dam was pure and we really enjoyed it."

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MAHONEY, F/O Gerald Maurice (J17806) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 5 October 1912 in Montreal; home in Lachute, Quebec (clerk); enlisted in London, England, 10 April 1942 with rank of Sergeant. Commissioned 19 June 1943. Promoted Flying Officer, 19 December 1943. Repatriated 17 February 1945. Retired 12 September 1945 to Montreal. Presented 22 May 1946. RCAF photo PL-33801 (ex UK-16126, 1 November 1944) shows Cardinal Rodrigue Villeneuve blessing Mahoney before departing on a daylight raid to Cologne. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 17 December 1944 when he had flown 32 sorties (187 hours 25 minutes), 9 May to 6 December 1944.

As a navigator, Flying Officer Mahoney has displayed exceptional skill and great devotion to duty. On several occasions while high level mining, rather than drop his mines off the target, he navigated his aircraft on orbits and returned to the exact target to mine successfully. Under a quiet manner he has a fine offensive spirit in action which inspires confidence and he has contributed to a major degree in the operational efficiency of his crew and the squadron as a whole.

As well as precision manning his sorties include targets such as Stettin, Bremen,

Emden, Kiel, Bottrop, Dortmund, Bochum, Wilhelmshaven, Cologne, Neuss, Duisburg, Karlsruhe, and Osnabruck. On each he has navigated his aircraft skilfully and reached the target as briefed.

For all around efficiency and great devotion to duty, I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

9 May 1944 - Gardening (5.00)
12 May 1944 - Gardening (5.00)
14 May 1944 - Gardening (5.30)
21 May 1944 - Gardening (5.30)
24 May 1944 - Trouville (5.00)
27 May 1944 - Gardening (5.30)
31 May 1944 - Boulogne (3.50)
9 June 1944 - Gardening (5.50)
10 June 1944 - Gardening (9.00)
12 June 1944 - Gardening (6.55)
17 June 1944 - Gardening (4.50)
18 June 1944 - Gardening (3.45)
12 July 1944 - Acquet (4.35)
10 August 1944 - La Pallice (7.30)
14 August 1944 - Falaise (4.55)
15 August 1944 - Soesterburg (4.30)
16 August 1944 - Stettin (7.40)
18 August 1944 - Bremen (6.25)
27 August 1944 - Mimoyecques (4.05)
6 September 1944 - Emden (4.05)
14 September 1944 - Wilhelmshaven (3.35, recalled)
15 September 1944 - Kiel (6.30)
17 September 1944 - Boulogne (4.25)
27 September 1944 - Bottrop (6.05)
6 October 1944 - Dortmund (6.25)
9 October 1944 - Bochum (6.45)
15 October 1944 - Wilhelmshaven (5.35)
28 October 1944 - Cologne (6.15)
16 November 1944 - Julich (5.25)
27 November 1944 - Neuss (6.30)
30 November 1944 - Duisburg (6.10)

4 December 1944 - Karlsruhe (7.20)
6 December 1944 - Osnabruck (6.40)

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MAHONEY, F/L William Albert (J7679) - **Distinguished Flying Cross** - No.162 Squadron - Award effective 26 October 1944 as per **London Gazette** dated 7 November and AFRO 1/45 dated 5 January 1945. Name in AFRO and **Gazette** incorrectly given as William Arthur Mahoney. Born 6 July 1918. Home in North Bend, British Columbia; enlisted in Vancouver, 24 January 1941 and posted to No.2 Manning Depot; to No.2 BGS, 21 February 1941; to No.2 WS, 29 March 1941; promoted LAC, 1 May 1941; graduated 15 August 1941 when posted again to No.2 BGS; graduated and commissioned 15 September 1941. To No.31 OTU, 16 September 1941; to RAF overseas, 24 February 1942. Attained rank of Flight Lieutenant, 15 January 1943. Repatriated 29 March 1945. To Western Air Command, 14 April 1945. To Release Centre, 4 June 1945; retired 6 June 1945. Award presented 22 October 1949.

Now on his second tour of operational duty, this officer has taken part in many sorties. He has done much valuable work for the squadron on special operations and has at all times displayed outstanding skill, courage and devotion to duty. On one occasion Flight Lieutenant Mahoney obtained valuable information regarding the tactics of enemy night fighters. During this flight his aircraft was attacked by an enemy fighter five times and the rear gunner was killed. Regardless of the tracer bullets passing through the cockpit, Flight Lieutenant Mahoney completed his investigation and recorded the results.

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MAHONY, P/O Edward Patrick Joseph (J89750) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 5 August 1914 in Toronto; home there (proof reader); enlisted there 7 July 1942. To No.1 Manning Depot, 25 October 1942. To No.3 Flying Instructor School, 21 January 1943. Posted to No.5 ITS, 6 February 1943; graduated and promoted LAC, 17 April 1943 but not posted to No.4 AOS until 1 May 1943; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, 8 October 1943. Commissioned 8 September 1944. Promoted Flying Officer, 8 March 1945. Repatriated 26 September 1945. Retired 3 November 1945. Presented in Toronto, 30 November 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 Vol.1761 (RG.24 Vol.20609) has recommendation dated 18 January 1945 when he had flown 32 sorties (164 hours five minutes), 24 July to 24 December 1944.

Throughout his tour this navigator has been consistently accurate in his work. He has navigated his aircraft to the targets and kept it out of trouble on every occasion. Highly skilled himself, Pilot Officer Mahoney has given unsparingly of his time to assist in the training of other members of his section. Both in the air and on the ground his services have been most valuable.

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MAIN, Sergeant James Richard (R264224) - **Distinguished Flying Medal** - No.415 Squadron - Award effective 24 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 4 July 1922 in Toronto; home there; spent one year in Army. Enlisted in Toronto, 15 June 1943 and posted to No.2 Manning Depot. To No.3 WS, 1 August 1943. To No.1 Air Gunner Ground Training School, 1 October 1943. Promoted LAC and posted to No.3 BGS, 12 November 1943. Graduated and promoted Sergeant, 23 December 1942. To "Y" Depot, Lachine, 14 January 1944. To No.4 Aircrew Graduate Training School, 16 January 1944. To "Y" Depot, Lachine, again, 11 February 1944. Taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Commissioned 13 September 1944. Promoted Flying Officer, 13 March 1945. Repatriated 13 August 1945. Retired 1 October 1945. Presented 18 October 1947. Engaged in air actions on 10 August 1944 and 18 August 1944. RCAF photo PL-33659 (ex UK-15592, 2 October 1944) has the following caption: "Sergeant Jim Main, DFM, of Toronto, 322 Kinilworth Avenue, mid-upper gunner who shared in knocking an Me.109 out of the sky on a Bremen raid recently, points out the bombing record of his Halifax to Lieutenant C.L. Robinson of 311 Vaughan Street, Winnipeg, of the Royal Canadian Army Service Corps. The army man spent a week with an RCAF Bomber Group squadron on liaison duties." Photo PL-33660 shows Main explaining turret to Robinson.

This airman has participated in many sorties as air gunner and has at all times displayed constant alertness and accuracy. On one occasion during an attack on Bremen his aircraft was attacked by three enemy fighters. By his skill and accurate shooting one of the enemy aircraft was compelled to break away with smoke trailing from the engine. The coolness and fine fighting spirit displayed by Sergeant Main have contributed greatly to the safety of his aircraft and crew and to the successful completion of many missions.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has recommendation raised by W/C J. Lecompte, 7 September 1944 when he had completed 13 sorties (61 hours 15 minutes). Submission as follows:

24 July 1944 - L'Hey (3.30)

28 July 1944 - Hamburg (5.35)

1 August 1944 - Ferme de Forretel (4.10, recalled at target; did not bomb)
3 August 1944 - Foret de Nieppe (4.20)
4 August 1944 - Bois de Casson (4.40)
5 August 1944 - St. Leu d'Esserent (4.40)
7 August 1944 - La Hogue (3.45)
9 August 1944 - Foret de Nieppe (3.45)
10 August 1944 - La Pallice (6.45)
14 August 1944 - Bons Tassily (4.30)
15 August 1944 - Melsbroeck/Brussels (4.05)
16 August 1944 - Kiel (5.40)
18 August 1944 - Bremen (5.50)

As a gunner this airman has completed numerous sorties including attacks on such targets as Hanburg, Kiel and Bremen. During an attack on the last-named target, Sergeant Main's aircraft was attacked by three fighters. However, from the mid-upper position, this Non-Commissioned Officer used his gun [guns ?] with such skill and accuracy as to cause one of the attacking aircraft to break away with smoke trailing from the engine. The aircraft was subsequently confirmed as destroyed. On two other occasions Sergeant Main has engaged the enemy with such determination as to frustrate the attackers. The Non-Commissioned Officer has proved himself to be an outstanding member of a gallant crew.

On 11 September 1944 the Commanding Officer of Station East Moor added his remarks:

On the attack on Bremen on the night of 18/19 August 1944, by his determined skill, Sergeant Main destroyed an ME.109, thereby ensuring the success of the mission and safety of his crew. He has always displayed this alertness and determination in action throughout his operational tour. The confidence he instilled in his crew has reflected on the whole squadron. For his fine record of achievement, Sergeant Main is recommended for the immediate award of the Distinguished Flying Cross.

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MAIN, F/O William Hunter (J9920) - **Mention in Despatches** - No.415 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 11 September 1914. Home in Winnipeg; enlisted in North Bay, Ontario, 8 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 29 January 1941. To No.12 Equipment Depot, 6 February 1941. To No.3 ITS, 22 April 1941; graduated and promoted LAC,

28 May 1941; posted that date to No.13 EFTS; ceased training 30 June 1941 and posted next day to Trenton. To No.5 AOS, 17 August 1941; to No.7 BGS, 8 November 1941; graduated and promoted Sergeant, 20 December 1941 and posted that date to No.1 ANS; graduated and commissioned 19 January 1942. To No.31 GRS, 13 February 1942; to No.32 OTU, 14 March 1942; to RAF overseas, 1 April 1942 via Ferry Command. Promoted Flying Officer, 1 October 1942. Repatriated 25 November 1943. To No.31 OTU, 7 January 1944. Promoted Flight Lieutenant, 19 January 1944. To No.7 OTU, 30 June 1944. To "Y" Depot, 6 August 1944; to United Kingdom, 8 September 1944. Repatriated 8 August 1945. Retired 27 September 1945.

The award was probably related to a mission flown on 10 April 1943. Hampden Z/415 was one of five Hampdens airborne 1632 hours. The crew consisted of W/C G.H.D. Evans, F/O W.H. Main, P/O D.M. Fleming and Sergeant E.H. Smith (RNZAF, awarded DFM). Form 541 account read as follows:

Aircraft Z-J-P-V-F were airborne St.Eval in company on shipping strike. Load carried by each aircraft - one torpedo, 15-cwt. Made contact with escort Wellingtons but after flying in company with them for approximately one hour, leader in Z/415 estimated that aircraft had already passed turning position and Hampdens parted with Wellingtons. Convoy was sighted and attacked at 2031 hours. Enemy convoy was composed of Merchant Vessel approximately 8,000 tons escorted by one Narvik class destroyer and three T-19s. Intense and accurate heavy and light flak was encountered from all five ships and during the course of the attack, aircraft "P" was shot down near enemy force. All aircraft were hit considerably and "Z" was on fire and port engine was damaged. All aircraft set course for base and "Z" having sent S.O.S., aircraft "V" and "F" kept company with "Z" and ultimately rear gunner [Smith] managed to put fire out. Aircraft made landfall independently after dark and at 2330 "V" landed at St. Eval, 2344 "F" landed St.Eval, 2348 "Z" landed St.Eval, 2310 aircraft "J" landed Predannack.

The missing crew consisted of FS G.A. Cline, F/O W.B. Keown, Sergeant A.M.J. Kelly (RCAF, killed), and Sergeant J.M. Ryan.

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MAINS, FS Walter Norman (R58448) - **British Empire Medal** - Canadian Joint Staff, Washington - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born 8 April 1916. Home in Vancouver; enlisted there 17 August 1940. Presented 29 February 1944. Remained in postwar RCAF (20601) and retired 26 December 1968, settling in Ottawa.

During the past year, Flight Sergeant Mains has been in charge of the Canadian Joint Staff Headquarters Signals and Cypher Officer in Washington. He has trained his Section up to and maintained a very high standard of accuracy and speed in cyphering and in handling traffic. This NCO has constantly set an example to his men by his extreme devotion to duty, initiative, trade skill and pride in the work of his Section. He maintains discipline and harmony and encourages the personnel under him to advance new ideas. The splendid manner in which a large volume of traffic has been handled at this office has only been possible through this NCO's organizing ability. His success has entailed long hours of arduous work.

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MAIR, W/C Alexander Campbell (C1635) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 9 December 1943 as per **London Gazette** dated 24 December 1943 and AFRO 297/44 dated 11 February 1944. Born in Darvel, Scotland, 19 April 1915; home in Brantford, Ontario. Educated in Ontario including four months at Windsor Commercial Art and Typing School. Employed as a customs clerk, salesman, billing clerk and cashier. Enlisted in Windsor, Ontario, 29 January 1940 (commissioned as of that date) and posted to Western Air Command Headquarters. To No.1 ITS, Toronto, 22 April 1940. To No.1 SFTS, Camp Borden, 17 May 1940. Graduated 13 July 1940. Posted to Station Trenton, 26 November 1940. Promoted Flying Officer, 29 November 1940. To No.4 SFTS, Saskatoon as instructor, 19 January 1941. To No.16 SFTS, Hagersville, 9 August 1941. To No.5 SFTS, Brantford, 30 August 1941, serving there until 23 October 1942 when posted to "Y" Depot (Promoted Flight Lieutenant, 15 December 1941) To RAF overseas, 31 October 1942. Taken on strength of No.3 PRC, Bournemouth, 11 November 1942. To No.19 (P) AFU, 9 December 1942. To No.19 OTU, 26 January 1943. Appears to have gone to No.20 OTU (date not shown), being posted from the latter to No.1659 Conversion Unit on 15 April 1943. To No.408 Squadron, 29 April 1943 Promoted Squadron Leader, 26 June 1943. Attached to No.1679 Conversion Unit, 29 July to 9 August 1943 before return to No.408 Squadron. Promoted Wing Commander, 27 October 1943. Killed in action, 27 November 1943 (Lancaster DS723); no known grave; name on Runnymede Memorial. DFC presented to next-of-kin by Governor General, 27 June 1945.

This officer has participated in very many sorties involving attacks on a wide variety of important and well defended targets in Germany. Throughout his tour he has displayed great skill and determination, pressing home his attacks with vigour, often in the face of heavy opposition. On several occasions his aircraft has been damaged by enemy action but despite this, Wing Commander Mair has completed his mission successfully. He is a highly efficient flight commander

whose gallant leadership and personal example have inspired all.

DHH file 181.009 D.1513 (Library and Archives RG.24 Vol. 20600) has recommendation drafted by G/C D. Edwards (Linton-on-Ouse), 22 November 1943 when he has flown eighteen sorties (104 hours 24 minutes):

Since joining the squadron in April 1943, this officer has carried out sorties against some of the most heavily defended targets in Germany including Essen, Cologne, Krefeld, Kassel and Berlin. He has filled the position of Flight Commander for the past four months and his leadership has contributed in no small measure to the continued success of the squadron and maintaining morale at a high standard. He now commands the squadron.

Throughout his tour Wing Commander Mair has set an example of skilful pilotage, cool judgement and determination, frequently in the face of strong enemy opposition. On three occasions his aircraft has been badly damaged by enemy flak. Two of his sorties have been completed even though enemy fighter attacks had rendered one engine unserviceable. In spite of these repeated evidences of enemy opposition he has retained his zest and eagerness to fly and his attitude has been an inspiration to the whole squadron. He is an ideal leader of men and has consistently shown great devotion to duty and fully merits the award of the Distinguished Flying Cross.

This was endorsed on 24 November 1943 by Air Commodore C.M. McEwen (No.62 Base, Linton-on-Ouse) and duly approved on 9 December 1943.

The website "Lost Bombers" has the following on his last sortie. Lancaster DS723, No.408 Squadron (EQ-B), target Berlin, 26/27 November 1944. Aircraft probably named "Our Beautiful Babe". DS723 was delivered to No.408 Squadron in October 1943 and took part in the following operations: Hannover, 18/19 October 1943; Berlin, 22/23 November 1943; Berlin, 26/27 November 1943 (lost). When lost this aircraft had a total of 24 hours. It was one of two No.408 Squadron Lancasters lost on this operation (the other was DS712). Airborne at 1716 hours, 26 November 1943 from Linton-on-Ouse. Lost without trace; crew commemorated on the Runnymede Memorial. They were W/C A.C.Mair, DFC, RCAF (Squadron Commanding Officer); Sergeant C.F.Kirsch (killed); F/O W.R.E.North, DFC (Squadron Navigation Leader); P/O A.W.Douglas; F/L S.A.H.Glasspool (Squadron Signals Leader); Flight Sergeant G.Fielding; Sergeant L.H.Matthews.

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/jd107.html> relates the following incident:

HALIFAX JD107 DAMAGED BY FLAK, RETURNED TO LEEMING AIRFIELD

On the night of 13th/14th May 1943 the crew of this 408 Squadron aircraft was undertaking an operational flight to bomb Bochum when they were attacked, but not damaged, by a Junkers Ju-88. The pilot took evasive action and they managed to shake off their attacker. Before they left mainland Europe they were hit by flak which damaged the hydraulics. The pilot made the return to base of Leeming and landed at 05.26hrs.

Pilot - F/Lt Alexander Campbell Mair RCAF (C1635).

Navigator - F/O Wilfred Ronald Eli North, MiD, RAFVR (114391).

Bomb Aimer - P/O Angus Ward Douglas, RAFVR (131827).

Air Gunner - Sgt William George Philpot, RAFVR (1399343).

Flight Engineer - Sgt Theodore Herbert Skebo, RCAF (Can 4190A).

Wireless Operator / Air Gunner - P/O Sidney Arthur Henry Glasspool, RAFVR (133082).

Air Gunner - Sgt Geoffrey Fielding, RAFVR (162606?)

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MAIR, F/L Frank John (J25271) - **Distinguished Flying Cross** - No.502 Squadron - Award effective 26 June 1945 as per **London Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 11 December 1913 in Vancouver. Educated in Fleming, Saskatchewan (1921-1928) and Crossfield, Alberta (1929-1931); obtained teacher certificate in Calgary, 1932, teaching at Sunalta (1935-1937), Foremost (1937-1939) and Foothills (1939-1942). Enlisted in Calgary, 7 March 1942. Granted leave without pay until 31 March 1942 when posted to No.3 Manning Depot. To No.4 SFTS, 22 May 1942 (guard duty); to No.7 ITS, 4 July 1942; graduated and promoted LAC, 28 August 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 16 April 1943. To No.1 GRS, 30 April 1943. To "Y" Depot, 17 July 1943. Embarked from Halifax, 21 July 1943; disembarked in Britain, 29 July 1943. To No.20 (Pilots) AFU, 17 August 1943. Attached to No.1519 Beam Approach Training Flight, 21-28 September 1943. Promoted Flying Officer, 16 October 1943. To No.502 Squadron, 4 January 1944. To No.1674 Heavy Conversion Unit, 25 April 1944. Attached No.4 (Coastal) OTU, 27 April to 14 June 1944. To No.502 Squadron again, 14 June 1944. Promoted Flight Lieutenant, 1 October 1944. Attached Leuchers, 19 December 1944 to 1 January 1945, attending No.3 Armament Practice Camp, 19-29 December 1944. Attached Gosport, 17-22 February 1945. Repatriated 2 August 1945. Retired 12 August 1945. Obtained Commerce Degree, articulated with Calgary firm of Henderson, Teare and Waines, 1948-1950. Joined Hudson Bay Oil and Gas (Controller, Treasurer, General Manager of Administrative Services). Died in Darien, Connecticut, 14 June 1974; buried in Calgary. Award presented 9 July 1949. Photo PL-29506 shows him playing

snooker.

One night in April 1945, Flight Lieutenant Mair piloted an aircraft engaged on sortie over an area of the Skaggerak and Kattegat. During the flight, a merchant ship escorted by a naval vessel was located. In spite of much opposing fire, Flight Lieutenant Mair came down to a low altitude to execute a straight and level bombing run. Two hits were obtained on the merchantman from which smoke began to issue in great clouds. This officer has taken part in many attacks on enemy shipping and has invariably displayed a high degree of skill and courage.

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

Halifax U/502 - F/O Mair - 2152, 12th October 1944 - 58.15 N 08.31 E, Skagerrak. Aircraft on anti-shipping patrol homed on a radar contact and sighted a merchant vessel believed 1,000 tons unescorted. Aircraft attacked from 1,500 feet in face of flak from merchant vessel and from the shore, dropping six 500-lb M.C. bombs. No results observed.

Halifax M/502 - Captain F/O Mair - 2205, 18th November 1944 - 57.33 N 11.06 E, Skagerrak. Aircraft on anti-shipping patrol obtained a radar contact, homed and lost height to investigate when a white light was seen. Aircraft climbed to 4,000 feet and attacked the estimated position of vessel with six 500-lb M.C. bombs, air burst pistol. Bomb flashes seen, but no results. Evasive action taken and cloud entered.

Halifax M/502 - Captain F/L Mair - 0305, 30th November 1944 - 58.25 N 08.54 E, off Tromso. Aircraft on anti-shipping patrol obtained three radar contacts, investigated and experienced flak. Aircraft took evasive action and made attack on two of the contacts which had remained together, dropping six 500-lb M.C. bombs, air burst pistol from 4,000 feet. Bomb explosions were felt but no results were observed.

Halifax F/502 - Captain F/L Mair - 0830, 13th December 1944 - 61.38 N 05.05 E, off Flore. Aircraft on anti-shipping patrol sighted a convoy consisting of an M/V of 6/8,000 tons, two M/Vs of 2,000 tons each and two escort vessels on course 160 degrees, speed 10 knots. Aircraft attacked from 7,000 feet with six 500-lb M.C. bombs, air burst pistol, in pairs. Bombs exploded midway between the escort vessels (which were 150 yards apart) leading the convoy, and about 100 yards ahead of the M/Vs which were in line astern. No results were observed.

Light and medium inaccurate flak was experienced from the escort vessels but no damage was sustained.

Halifax D/502 - Captain F/L Mair - 0008, 6th March 1945 - Sandefjord Aircraft on anti-shipping patrol sighted an M/V of 3,000 tons stationary in the fjord and attacked from 4,000 feet with seven 500-lb M.C. bombs, nose plugged .025 seconds tail delay. No results observed.

Halifax K/502 - Captain F/L Mair - 0145, 11th March 1945 - 57.52 N 11.22 E, Kattegat. Aircraft on anti-shipping patrol homed on radar contact and illuminated an M/V of 3,000 tons and two escort vessels, course 070 degrees 15 knots. "K" attacked the M/V from 4,000 feet with seven 500-lb M.C. bombs, nose plugged, .025 seconds tail delay, spaced 80 feet, estimating a near miss astern. No further results seen.

Halifax M/502 - Captain F/L Mair - 2348, 13th March 1945 - 58.52 N 10.52 E, Skagerrak. Aircraft on anti-shipping patrol homed on radar contact ten miles and sighted tanker 5,000 tons with smaller tanker and escort vessel, course 040 degrees and attacked dropping seven 500-lb M.C. bombs, tail fused from 3,500 feet. Bombs estimated to have overshot.

Halifax L/502 - Captain F/L Mair - 2345, 30th March 1945 - 58.05 N 11.12 E, Skagerrak. Aircraft on anti-shipping patrol following a radar contact sighted vaguely two M/Vs and an escort vessel on course 140 degrees five knots. Aircraft attacked one of the M/Vs estimated at 3,000 tons, releasing from 4,000 feet six 500-lb M.C. bombs, nose plugged, .04 seconds delay spaced at 80 feet. Navigator estimated a near miss to starboard of vessel. Bomb plumes were vaguely seen and what appeared to be smoke was also observed.

Halifax L/502 - Captain F/L Mair - 0230, 5th April 1945 - 58.23 N, 09.25 E, Skagerrak. Aircraft on anti-shipping patrol obtained radar contact indicating three vessels course 100 degrees, 10 knots. Identification of vessels by flares proved impossible. Aircraft attacked on radar, dropping seven 500-lb M.C. bombs tail fused from 2,100 feet with unobserved results.

Halifax L/502 - Captain F/L Mair - 0345, 9th April 1945 - 58.00 N 11.00 E., Skagerrak. Aircraft on anti-shipping patrol sighted one merchant vessel with one escort vessel and attacked merchant vessel of 2,500 tons, course 090 degrees, 15 knots, dropping seven 500-lb M.C. bombs tail fused from 2,500 feet. Two hits estimated, one on starboard bow, one on port quarter. Two columns of smoke merged into one column rising to 500 feet. Nothing further seen.

Halifax D/501 - Captain F/L Mair - 0310, 13th April 1945 - 58.58 N. 10.30 E., Skagerrak. Aircraft on anti-shipping patrol homed on radar contacts and illuminated M/V 1,500 tons, course 180 degrees, 12 knots. Aircraft attacked dropping seven 500-lb M.C. bombs, tail fused, spaced 80 feet from 4,000 feet. No results seen. Flak from two unidentified vessels also present.

Halifax A/502 - Captain F/L Mair - 0240, 21st April 1945 - 59.07 N 10.12 E, Sandefjord. Aircraft on anti-shipping patrol sighted four very large ships including one of approximately 10,000 tons stationary and attacked from 5,000 feet with sev 500-lb M.C. bombs, nose plugged, .025 seconds tail delay, spaced 90 feet. No results observed owing to evasive action.

Halifax S/502 - Captain F/L Mair - 0042, 24th April 1945 - 57.12 N 10.42 E, Kattegat. Aircraft on anti-shipping patrol homed on radar contact and illuminated M/V 8,000 tons and two M/Vs, course 150, ten knots, "S" attacked M/V from 3,000 feet with seven 500-lb M.C. bombs, nose plugged, .04 seconds tail delay, spaced 60 feet. Two direct hits scored, with a possible third hit, which were followed by two fires, one being amidships. After attack columns of smoke were observed pouring from M/V.

Halifax B/502 - Captain F/L Mair - 0120, 27th April 1945 - 57.10 N 10.43 E, Kattegat. Aircraft on anti-shipping patrol homed on radar contact and illuminated one M/V, 4/5,000 tons, course and speed 210 five knots. "B" attacked with seven 500-lb M.C. bombs, nose plugged tail fused, spaced 80 feet from height of 3,500 feet. Crew reported seeing long column of whitish grey smoke from between amidships and stern. No actual hits observed and vessel left moving dead slow.

Notes: On Repatriation Form dated 9 July 1945 he stated he had flown 459 hours 35 minutes on operations and 327 hours 30 minutes non-operational. Claimed 47 sorties, the last on 22 May 1945. Claimed one ship (confirmed sunk) and three damaged or burning. Types flown overseas were Oxford (77.20), Anson (2.00) and Halifax (707.45).

When interviewed by DVA on release, it was noted, "Mr. Mair is a mature, sensible man of evident ability and ambition. He has considered his future carefully and there is every evidence that he will work hard. He wishes to change his profession from that of teaching because of the low salary that he experienced and that this would appear to be a very good reason. Service with the RCAF as a pilot and he was quoted as having outstanding learning ability and an excellent record in the Service. Letter on file from the University of Alberta states that he is

acceptable for First Year Bachelor of Commerce commencing January 1946." Planned to become a Chartered Accountant.

Training: Interviewed 24 December 1941 by F/L J.E. Pugh - "Teacher by profession. Passenger flying for two hours, Played all sports, Father's occupation farming. No military training. Appears excellent type. Keen for aircrew duties."

Attended No.7 ITS, 6 July to 28 August 1942. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 81 percent in Visual Link. Scored 889 points of a possible 1,000. Placed 9th in a class of 80. "Mature, capable, conscientious. Varied interests; plenty of initiative. Steady, reliable, above average." (W/C L.C. Russell).

Attended No.6 EFTS, 12 October to 4 December 1942. Tiger Moth aircraft - 11.30 dual to first solo, 36.55 day dual, 39.35 day solo, 4.00 night dual, 1.00 night solo. Was eight hours on instruments. Logged ten hours in Link. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition and Signals (written). Scored 609 points of a possible 700. Placed fifth in a class of 37. "Good average pilot. Sound progress throughout the course. Good type. Requires more practice in aerobatics and spins. Should do well."

Attended No.10 SFTS, 29 December 1942 to 16 April 1943. Crane aircraft - 62.35 day dual, 74.10 day solo, 10.15 night dual, 7.45 night solo. Was 26 hours on instruments. Logged 20 hours in Link. Ground examinations in Navigation, Airmanship (148/200), Armament (written and practical), Signals (written and practical), and Meteorology. Scored 653 points of a possible 750. Placed second in a class of 54. "Exceptional student. Reliable and dependable. Appearance very good. Service attitude excellent." (S/L C.H. Clark).

Attended No.1 GRS, 3 April to 2 July 1943. Navigation exercises in Anson aircraft (45.25 by day). DR Navigation Intermediate (172/300), DR Navigation Final (172/300), DR Navigation Air Work (204/300), Reconnaissance (140/200), Reconnaissance Air Work (76/100), Astro Navigation (65/100), Compasses and Instruments (170/200), Meteorology (137/200), Signals (83/100), Coding (63/100), Ship Recognition (167/200), Photography (81/100), Visual Signals (Pass). Placed eighth in a class of 24. "Logs and charts satisfactory. His knowledge of navigation is better than indicated by his marks, Good worker. Thorough and dependable." (F/L G.R. Forbes).

Attended No.20 (Pilots) Advanced Flying Unit, 17 August 1943 to 5 January 1944. Oxford aircraft - 2.40 dual for first day solo, 23.25 total day dual, 28.25 day solo, 4.15 dual to first night solo, 9.40 total night dual, 12.55 night solo. Was 13 hours on instruments. Logged 12.45 in

Link. Flying tests in General Flying (210/400), Applied Flying (110/200), Instrument Flying (125/250), Night Flying (60/100) and Link (35/50). "An average pilot with no special faults."

Attended No.1519 Beam Approach Training Flight, 22-29 September 1943. Oxford aircraft - 13.45 dual on instruments; logged 5.40 in Link. Graded in Beam Approach and "Q" Codes, Link Trainer (112/200), Receiver Operation (65/100), Instrument Flying (150/200), Cloud and Night Flying (155/200) and General Application of Beam Approach Procedure, flying (108/200). "Instrument Flying average with no particular faults except when flying beam, then has difficulty in holding steady altitude. Beam procedure average and should experience no difficulty when having to use beam."

Attended No.1674 Heavy Conversion Unit, 26 April to 13 June 1944. Halifax aircraft - 30minutes dual to first day solo (which was total dual) and 20 hours day solo; 45 minutes dual to first night solo (which was total night dual) and 4.35 night solo. Was 2.30 on instruments and logged 1.10 in Link. Flying tests in General Flying (320/400), Applied Flying (156/200), Instrument Flying (195/250), Night Flying (78/100) and Link (42/50). Ground examinations in Airmanship (285/300), Armament (229.5/300), Navigation (148/200) and Signals (85/100). Considered above average in ground training. "A sound and capable Captain - a good average pilot -should be an asset to his squadron."

Assessments: "Has always carried out his duties in a satisfactory manner." (S/L C.A. Maton, 25 April 1944, when he had flown 519 hours, 187 in past six months; on posting to No.1674 Heavy Conversion Unit).

"A solid and dependable captain who commands confidence. Not brilliant in his thinking or expression but reliable as a pilot and captain. 253 total hours, 135 hours last six months." (S/L H.H.C. Holderness, 1 November 1944)

Report dated 5 May 1945 when he had flown 956 hours (246 in past six months). "Rugged personality, plenty of loyalty, common sense and physical stamina. His qualities are exceptionally suited to flying in operations, less to work involving abstract reasoning. Has been very successful both as pilot and captain on specialized anti-shipping operations." (W/C H.H.C. Holderness). On 10 May 1945 the following was added: "A reliable officer with personality. Has proved himself to be one of the most able captains in his squadron. A very pleasant, likeable officer with plenty of determination and very experienced." (G/C E.S. Moulton-Barrett).

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MAIR, S/L William Mace (C7671) - **Officer, Order of the British Empire** - Missing Research and

Enquiry Service, British Air Forces of Occupation - Award effective 6 February 1948 as per AFRO 81/48 of that date. Born in Montreal, 26 August 1902; enlisted in RCAF, 4 October 1941 as Administrative Officer. At Station Trenton, 4 October to 2 November 1941; on staff of No.1 Manning Depot, 3 November 1941 to 31 May 1942; on staff of No.5 Manning Depot, 1 June to 11 August 1942. Posted to "Y" Depot, Halifax, 12 August 1942; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 20 August 1942; on staff of RCAF Repatriation Depot, 7 December 1942 to 20 April 1944 (promoted Flight Lieutenant, 1 November 1943); on staff of No.6 Group Headquarters, 20 April to 8 July 1944; loaned for part of this time to RAF Air Ministry Casualty Unit, York; on staff of BPSO [not sure what this signifies] 8 July 1944 to 5 January 1945; assigned to No.4885 Missing Research and Enquiries Section, 6 January 1945; to Missing Research and Enquiries Service (British Air Forces of Occupation), 15 October 1945; attached for duty to British and American Graves Commission, September 1946; repatriated August 1947; to No.10 Group, 24 August 1947 on which date he was confirmed in rank of Squadron Leader; to Station Toronto, 29 August 1947; released 18 September 1947. Medal sent by registered mail to his home in Willowdale, Ontario, 29 May 1948. As of date of award, RCAF policy had been to refrain from recommending personnel for the Periodic Honours List, and Mair was recommended by the RAF out of its own quota for awards. Mair himself wrote sometime in 1948 to describe his work as follows: "My main function with MRES was the identification of missing aircrew. In this connection I developed the general identification procedure and instructions adopted by Air Ministry (P.4, Cas), supervised the identification work and organized exhumation and identification of unknowns buried in cemeteries in northern Europe. Remained in this unit until demobilized in 1947; awarded OBE in January 1948 in recognition." Public Records Office Air 2/9816 has citation as approved by Air Ministry Honours and Awards Committee:

Squadron Leader Mair is Senior Officer in Charge of Exhumation and Identification work. He joined the Missing Research and Enquiry Service in December 1944 and has taken a large and responsible part in the initial organization of this Branch of the Service. He is entirely responsible for the exhumation procedure now in use, which he evolved from his own experience of research work in the field, and the application of his methods has enabled a large number of missing aircrew to be traced. Apart from being a most efficient officer, Squadron Leader Mair subordinates everything to his official duties and does not spare himself. He has continuously worked for long hours in an endeavour to perfect the organization and much of the success of the Missing Research and Inquiry Service is due to his foresight, planning and energy. The Missing Research Enquiry Units have a thankless and at times horrible task to perform but their importance cannot be too strongly emphasized. Squadron Leader Mair's work is particularly noteworthy.

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MAITLAND, F/O John Oliver (J17060) - **Commended for Valuable Services** - No.113 South African Wing - Award effective 1 September 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 8 May 1920 in Moose Jaw. Spent a brief period on a farm in southern Ontario. One day, in 1927, he saw a biplane fly past, and he had heard that the pilot of that aircraft was on his way to Europe. At age seven, he decided that that was what he was going to do for a living. After the family moved to Winnipeg, he played Junior A and was drafted by the New York Rangers. By his own admission, he was a tough player. Enlisted in Winnipeg, 4 November 1940. Trained at No.2 ITS (graduated 26 March 1941), No.15 EFTS (graduated 16 May 1941) and No.34 SFTS (graduated 8 August 1941). Obituary notice stated that he was "a bomber pilot who served in Britain and North Africa, flying Wellingtons and Lancasters in Bomber Command. This was followed by Ferry Command and Training Command." Remained in postwar RCAF (19896), service including Search and Rescue in the North, followed by Transport Command, with peacekeeping missions to the Congo and a relief mission to Chile (made an honorary colonel in the Chilean Air Force). Reported to have flown the Atlantic over one thousand times. retiring in Ottawa, 27 December 1969 in rank of Wing Commander. Joined Transport Canada as a safety expert for the aviation industry - "Dad had an abiding love for large airplanes with many engines." Died in Ottawa, 15 July 2014. No citation in AFRO. Public Records Office Air 2/9019 has recommendation drafted when he had flown 1,288 hours, including 245 in previous six months.

This officer has carried out his duties in a commendable manner. He is a very devoted and capable flying instructor.

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MAITLAND, Sergeant William John (R74901) - **Distinguished Flying Medal** - No.420 Squadron - Award effective 29 May 1942 as per **London Gazette** dated 29 May 1942 and AFRO 880-881/42 dated 12 June 1942. Born in Vancouver, 29 November 1921; educated there with stints of summertime logging; home there (University of British Columbia student); enlisted there 26 October 1940 and posted to No.2 Manning Depot, Brandon. To No.1 ANS, Rivers, 24 December 1940. To No.2 ITS, Regina, 22 February 1941. Promoted LAC, 8 April 1941 and posted to No.18 EFTS, Boundary Bay, British Columbia. To No 12 SFTS, Brandon, 20 June 1941. Graduated and promoted Sergeant, 1 September 1941. To "Y" Depot, Halifax, 3 September 1941. To RAF Trainee Pool, 17 September 1941. Embarked from Canada, 18 September 1941. Taken on strength of No.3 PRC, Bournemouth, 28 September 1941. To No.16 OTU, 7 October 1941. To No.420 Squadron, 1 March 1942 (promoted Flight Sergeant as of that date). Commissioned 2 May 1942 (J15405). To Station Headquarters, Waddington, 22 July 1942. To No.420 Squadron again, 12 August 1942. Promoted Flying Officer, 2 November 1942. Award

presented at Buckingham Palace, 24 November 1942. To No.1535 Beam Approach Training Flight, 28 January 1943. Promoted Flight Lieutenant, 20 April 1943. To No.61 Base, 13 September 1943. To No.62 Base, 14 November 1943. To No.408 Squadron, 27 November 1943. Killed in action, 16 December 1943 (Lancaster LL676). German documents indicated it was shot down at 1915 hours at Heyrothsberge, about four miles northeast of Magdeburg. He was reported to have flown 28 sorties (135 operational hours) and to be one of the "ace" pilots of his squadron.

Sergeant Maitland was captain of an aircraft which attacked Stuttgart one night in May 1942. Whilst crossing the enemy's coast on his return his aircraft was caught in a cone of searchlights and hit by anti-aircraft fire. One engine was set on fire and Sergeant Maitland was wounded on the right side of the chest. Despite this he kept his aircraft well under control and by appropriate use of the fire extinguisher prevented fire from spreading. Although one engine was useless he skilfully flew his aircraft to an aerodrome in this country. Throughout this airman showed great presence of mind and courage.

At No.2 ITS he placed 103rd in a class of 163. Described as "somewhat shy and unassuming."

At No.18 EFTS he placed 30th in a class of 65, flying Tiger Moths (25.35 dual, 29.15 solo, of which 5.32 was on instruments, plus ten hours in Link).

At No.12 SFTS (Cranes) was considered above average (41.05 day dual, 33.40 day solo, 3.15 night dual, 6.45 night solo of which 15.15 on instruments) plus 20 hours in Link.

A message dated 6 May 1942 stated the aircraft in his DFM incident was Hampden P1314 carrying full operational equipment and pigeons; aircraft shot up over Ostend by flak and bombs were jettisoned in sea.

A medical report dated 22 July 1942 at Waddington assessed him as being in "Early Anxiety State".

This officer has completed 98.55 hours operational flying on Hampden aircraft. He makes no specific medical complaints but states that since May 4th, 1942 he has found it increasingly difficult to carry out his operational flying. On that date he had a shaky experience in which his aircraft was hit by flak causing the port engine to catch fire and patient himself was struck by a piece of shell on the chest, seriously denting a cigarette case he had in his pocket. He brought the aircraft home and landed at Martlesham Heath. He had 48 hours leave following this and then resumed flying. About three weeks ago he had an attack of vomiting immediately before a trip and as a result the sortie was abandoned.

During the past few weeks we have noted some deterioration in his physical condition and he has lost some weight - about ten pounds. He has a productive cough and as a result of the above he had his chest X-rayed on 23 June 1942. Result negative. Sleep normal; no nightmares. Appetite normal. No previous illnesses of note.

The specialist looking at him noted he flew seven sorties following that of 4 May 1942 "but each became more difficult. Is tired all the time, mildly anxious, depressed, alcohol and cigarette consumption has increased and he has lost weight. Only mildly predisposed to neurotic illness. Mother nervous. He is really an excellent chap with splendid motivation. The future outlook is good." Maitland applied for leave in Canada but this was not granted.

As of 28 August 1942 he was deemed to have recovered, was more fit, sleeping and eating well, "keen to get on flying". He was then converting to Wellingtons.". As of 31 December 1942 he again had flu symptoms (which may have reflected flying stress) and was medically boarded on 16 January 1943.

The website "Lost Bombers" gives the following on his last sortie. Lancaster LL676, No.408 Squadron (EQ-E), target Berlin, 16/17 December 1943. This aircraft was a Mark II (Hercules engines), delivered to No.408 Squadron on 12 December 1943. Lost on its first operation with a total of five hours flying. LL676 was one of two No.408 Squadron Lancasters lost on this operation; the other was DS737. Airborne at 1623 hours, 16 December 1943 from Linton-on-Ouse. Crew (commemorated on the Runnymede Memorial) were F/O W.J.Maitland, DFM, RCAF (flying first sortie of his second tour); Sergeant M.Maher; Flight Sergeant J.E.Saunders, RCAF; F/O T.C.Gierulski, RCAF; Sergeant J.J.Robertson; Flight Sergeant C.A.Besse, RCAF; Flight Sergeant R.Pettitt, RCAF.

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MAJEAU, P/O Russell John (J15242) - **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 1 November 1915 in Fort Saskatchewan, Alberta. Educated to Technical School level and was a clerk. Home in Edmonton, Alberta; enlisted there, 19 July 1940. To No.1 Manning Depot, Toronto, 22 July 1940. To Station Trenton, 20 August 1940. To No.2 ITS, Regina, 31 August 1940. Promoted LAC, 12 October 1940 and posted to No.8 EFTS, Vancouver; to No.7 SFTS, Macleod, Alberta, 28 November 1940. Graduated and promoted Sergeant, 6 March 1941; posted that date to No.31 General Reconnaissance School, Charlottetown. He was in crew of Anson N5087 which was on a harbour reconnaissance exercise, 24 April 1941 in conditions of rain and icing; struck cable over Chatham Estuary while taking evasive action, damaging port engine and starboard wing; pilot (41200 F/O Anthony

Brien John Pearson, RAF) uninjured; others aboard were P/O William Fulton Cameron (RCAF, later MiD), LAC John Henry Danton (RAF) and AC1 Harry Teggert (RAF). Aircraft executed successful forced landing at Chatham. To Embarkation Depot, Halifax, 31 May 1941; to RAF Trainee Pool, 18 June 1941, embarking on 19 June 1941. Arrived in UK, 16 July 1941. Taken on strength of No.3 PRC, 17 July 1941; to No.407 Squadron, 26 July 1941. Promoted Flight Sergeant, 1 December 1941. Subsequently commissioned by order dated 1 April 1942 but with effect from 2 March 1942. Photo PL-3112 has four graduates of No.7 SFTS - R66086 J.M. Hubbert, R62310 H.D. Carr, R59843 E.E. Osborne, R60974 R.J.Majeau. DHist file 181.009 D.2620 (RG.24 Vol.20628) has recommendation for DFM dated 4 March 1942 for himself, Sergeant G.F. Cook, and Sergeant J.A. Richard. See Cook for text. Killed in action, 28 April 1942 (Hudson AM571); name on Runnymede Memorial.

NOTE: Interviewed by Recruiting Officer, 4 April 1940 and described as "Good material for officer; quick, steady, alert, well spoken. Recommended."

At No.2 ITS he placed 23rd in a class of 286. Courses in Mathematics, Armament, Drill, Law and Discipline plus Visual Link.

At No.8 EFTS he logged 27 hours 20 minutes dual and 26 hours five minutes solo in De Havilland Moth aircraft plus five hours in Link. Was unable to do cross-country flying (dual or solo) owing to bad weather. Placed third in a class of 33

At No.7 SFTS (Ansons) he logged 37 hours day dual, 33.25 day solo, four hours night dual, 2.55 night solo, 16.55 as passenger and two hours ten minutes in Link. Placed 15th in a class of 40.

At No.31 GRS he flew 52 hours 37 minutes on Ansons (all by day and on navigational duty). Ground Courses were DR Navigation (written and practical), Reconnaissance (written and practical) plus written tests on Patrol and Search, Ship Recognition, Coding, DF/WT. Meteorology, Compasses, Maps and Charts, Photography, Instruments, Signals. Placed second in a course of 17 and described as "will prove to be a most useful navigator in a GR squadron. He has worked steadily and well throughout the course."

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MAJOR, FS John Olson (R53132) - **British Empire Medal** - No.10 (BR) Squadron - Award effective 8 June 1944 as per **Canada Gazette** dated 10 June 1944 and RCAF Routine Order 1380/44 dated 30 June 1944. Born 15 February 1919 in Esterhazy, Saskatchewan; educated in Saskatoon and in National Schools, Los Angeles, California. Home in New Westminster. Enlisted in Vancouver, 20 June 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 14 August 1940. Promoted AC1, 21 December 1940. To No.9 SFTS, 28 December 1940. Promoted LAC, 21

March 1941. Promoted Corporal, 1 December 1941. To uncertain posting, 18 May 1942. To Nova Scotia, 31 July 1942. Promoted Sergeant, 1 August 1942. To "K", 9 December 1942. To No.117 (BR) Squadron, 22 February 1943. To No.10 (BR) Squadron, 26 April 1943. Promoted Flight Sergeant, 1 June 1943. To No.5 OTU, 20 April 1944. Award presented 13 January 1945. To Release Centre, 1 October 1945. Retired 2 October 1945.

This NCO is a thoroughly efficient aero-engine mechanic. During an outbreak of submarine activities he personally remained on duty for periods extending up to thirty hours, in order to be in a position to supervise the repair and maintenance of aircraft urgently required for patrol assignments. This NCO's skill and outstanding devotion to duty have been of inestimable value to his squadron.

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MAJOR, P/O Joseph Fernand Oliva (J91184) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 16 January 1922 in Verner, Ontario; home in Osseo, Ontario (miner); enlisted in North Bay, 3 September 1942. To No.1 Manning Depot, 27 September 1942. To "A", 15 January 1943. To No.13 SFTS (guard duty), 2 February 1943. To No.3 ITS, 6 March 1943; graduated and promoted LAC, 14 May 1943 but not posted to No.4 BGS until 29 May 1943; graduated 21 August 1943 when posted to No.1 AOS; graduated and promoted Sergeant, 1 October 1943; to "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, 21 October 1943. Commissioned 10 October 1944. Promoted Flying Officer, 10 April 1945. Repatriated 23 April 1945. Retired 8 November 1946. Award Presented 22 June 1949. Rejoined RCAF, 5 July 1950 (121421) as telecommunications and flying control officer, serving to 15 August 1965. 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 7 April 1945 when he had flown 35 sorties (189 hours 43 minutes), 14 August 1944 to 12 March 1945.

14 August 1944 - TRACTABLE 22 (4.35)
15 August 1944 - Eindhoven (3.35)
16 August 1944 - Kiel (5.25)
18 August 1944 - Sterkrade (4.45)
24 August 1944 - Brest (5.15)
27 August 1944 - Homburg (4.30)
31 August 1944 - Lumbres (3.40), DNCO
3 September 1944 - Venlo (4.15)
11 September 1944 - Nordstern (4.45)
15 September 1944 - Kiel (5.25)

6 October 1944 - Gladbach (4.35)
9 October 1944 - Bochum (6.05)
14 October 1944 - Duisburg 5.30)
15 October 1944 - Duisburg (5.45)
23 October 1944 - Essen (5.20)
25 October 1944 - Essen (4.45)
28 October 1944 - Walchern (3.05)
27 November 1944 - GARDENING, Oslo Fiord (6.45)
29 November 1944 - Essen (4.20)
21 December 1944 - GARDENING, Kattegat (5.15)
30 December 1944 - Cologne (5.40)
1 January 1945 - Dortmund (5.15)
16 January 1945 - GARDENING, Kattegat (7.15)
25 January 1945 - Stuttgart (7.00)
2 February 1945 - Wanne Eickel (5.05)
7 February 1945 - Goch (6.20)
13 February 1945 - Bohlen (7.40)
24 February 1945 - Kamen (6.30)
27 February 1945 - Mainz (6.50)
2 March 1945 - Cologne (5.40)
3 March 1945 - Kamen (6.35)
7 March 1945 - GARDENING, Kiel Bay (5.35)
9 March 1945 - GARDENING, Baltic (6.00)
11 March 1945 - Essen (4.58)
12 March 1945 - Dortmund (5.45)

This officer has completed his first operational tour, throughout which he has performed his duties as Air Bomber with commendable efficiency and outstanding success.

He has carried out many notable attacks on the more heavily defended targets with cool determination and his photographic record reveals tenacity of purpose of high merit. His keen interest in all aspects of his trade and his skilful application made him an obvious choice for mining operations.

Pilot Officer Major by his outstanding devotion to duty has contributed in no uncertain manner to the general operational success of this squadron and his record is one of sustained operational endeavour worthy of the highest praise and fully deserving an award of the Distinguished Flying Cross.

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MAKAREWICZ, WO (now P/O) Joseph John (R97584/J96536) - **Member, Order of the British Empire** - Overseas - Award effective 28 December 1945 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. American in the RCAF; born 29 January 1917 in Saginaw, Michigan (although one document says 1911); home there. Enlisted in Vancouver, 11 March 1941 and posted to No.2 Manning Depot. To No.2 ITS, 15 May 1941; graduated and promoted LAC, 20 June 1941; posted that date to No.5 EFTS; graduated 8 August 1941 when posted to No.7 SFTS; graduated and promoted Sergeant, 24 October 1941. To "Y" Depot, 25 October 1941. Shot down and taken prisoner, 26/27 June 1942 as a Sergeant Pilot of a Whitley, No.19 Operational Training Unit. Commissioned 24 April 1944. Promoted Flying Officer, 29 October 1944. Safe in United Kingdom, 26 May 1945. Repatriated 6 July 1945. Retired 12 November 1945. Presented 9 January 1948. Died in Montreal, 18 June 1984 as per **Airforce Magazine** of January 1985. No citation in AFRO. DHist award card gives the following (same material in Public Records Office Air 2/9104).

For distinguished service while prisoner of war.

This Warrant Officer was head of the Escape Committee in Stalag 4B. Along with a few army personnel he concentrated on getting men out of the camp and back to England. He spent numerous days planning ways and means for prisoners to escape. He served as head of the Escape Committee for nine months. Naturally, with a large camp, many men escaped who did not contact the official club. When possible, Warrant Officer Makarewicz helped them also. Throughout his period of detention this Warrant Officer was untiring in his efforts to assist his fellow prisoners and he set a fine example by his fortitude and devotion to duty.

Volume 5 of RCAF file 46-19-15A, "Prisoners of War - Escape of - Interrogations" National Archives of Canada, Record Group 24, Volume 5373 has some notes on his imprisonment. He listed his camps as follows:

Dulag Luft - 27 June 1942 to 2 July 1942
Stalag Luft III, Sagan - 4 July 1942 to 8 June 1943
Stalag Luft VI, Memel (East Prussia) - 10 June to 24 July 1943
Stalag Luft I, Barth - 27 July to 9 August 1943
Stalag VIIA, Moosburg - 12-28 August 1943
Stalag IVA, Muhlberg - 30 August 1943 to 20 May 1945.

His narrative was as follows:

The escape organization at Luft 3 headed by Sergeant Jock Alexander and Sergeant Gibson, RAF, asked me to change identifications with another man for whom they planned and prepared an escape; this man was being transferred to another camp and that would spoil the plan so I took his place but was captured at the gate while leaving the camp. The men involved was R. Pukar (Pole) RAF and George Grimson, RAF. This happened on June 3, 1943.

At Luft VI on June 11, 1943, a day after our arrival at the new camp I attempted an escape by tunnel, but it was the morning before we were supposed to make the break it was discovered. Some of the men who worked on the tunnel were Len Tompkin, RAAF, Charlie Honeychurch, RCAF and others whose names I cannot recall.

At Stalag IVA immediately after our arrival we started to organize an escape committee - Walt Currier RCAF, Jack Seller, RAAF and myself. I was chief of the organization from August 1943 to July 1944 at which time Sergeant Joe Seddon, Royal Artillery became chief and I was in charge of security and worked in the camp leader's office. Camp Leader Jack Meyers, RCAF [NOTE: see entry for Jacques W. Meyers, awarded MBE].

While chief of the organization we helped a number of escapes; the following were the most outstanding ones.

Walt Currier and Pickens escaped in November 1943 with the cooperation of the French POWs; they were out for one month.

Stalag IVB was a camp with mixed nationals so we cooperated with them on all escapes.

Alfred Kuhn, Army private, Sergeant [J.L.N.] Warren RCAF [NOTE: see his BEM entry] and another RAF Sergeant whose name I cannot recall were out for three months and got to Holland after getting out of the camp with a party that was going out to work on the German office buildings.

Alfred Kuhn had about five attempts at escaping and he also helped the organization a great deal in getting help from the other nationals because he spoke several languages.

Also the hiding of Fred Ward in the camp until we were liberated. Details of his case may be found in Jack Meyers' camp report.

The changing of RAF men with Army personnel were the largest activity; this gave the RAF a chance to go out working which always proved good for escape. This also gave the Germans the most trouble.

In June 1945 after I returned to England I wrote out a detailed report and turned it over to M.I. 9; an RAF officer was in charge of Intelligence at Hotel Victoria and he took the report.

Directorate of History and Heritage file 181.001 D.24 had his "Loss of Bomber Aircraft" questionnaire describing his being shot down, 26/27 June 1942, target Bremen, Whitley "P" of No.19 OTU. It was his first operation. Narrative as follows:

Took off from Abingdon and set course on the first leg, got over the coast all well, few searchlights on track. As we were approaching the target the clouds were increasing. Cloud cover opened at the target and we bombed. Arriving at target towards the end of the time allowed for our flight. After leaving target after a period of 15 minutes we ran into heavy flak which shook the aircraft. After five minutes when we got out of the flak we were attacked by a fighter from dead astern. I put the aircraft in a dive but the fighter got the first burst of fire in. I turned to port and starboard while losing height. In the attack I saw tracer pour by and noticed the engine on fire. The rear gunner got a burst in the fighter at the first attack. The fighter made a second attack but did not close in. I got into the cloud now and levelled out. The oil pressure on the port engine was increasing and the engine's heat temperature was increasing, the fire burning even when I throttled back, so I turned on the port engine fire extinguisher. It did not help the fire. We were losing height and the port wing was difficult to keep up. I gave the order to stand by for baling out soon after we broke cloud and saw the coast later. I gave the order to stand by for ditching, still losing height but managed to make the sea and ditched. All in order. The moon was full that night with 9/10 cloud.

Notes: Sea calm. Landed in three feet water. Aircraft was partly submerged. All crew took up ditching position. Dinghy OK. All got in dinghy and paddled it ashore and captured.

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MALCOLMSON, Corporal Wilhelmina Muriel (W300072) - **British Empire Medal** - RCAF Detachment, Dayton, Ohio - Award effective 28 May 1943 as per **London Gazette** dated 28 May

1943 and AFRO 1459/43 dated 30 July 1943. Born in Carman, Manitoba.. Enlisted 28 November 1941 as Equipment Assistant. To CWFAC Depot, 26 December 1941. To No.6 SFTS, 24 January 1942. Promoted LAW, 1 July 1942. To Washington for attachment to Dayton, 19 October 1942. Promoted Corporal, 1 March 1943. Promoted Sergeant, 1 January 1944. Promoted Flight Sergeant, 1 April 1945. Retired 9 December 1946.

The unflagging zeal and devotion to duty of this NCO have at all times been highly commendable. He has displayed a thorough knowledge of her work and has performed her duties in an exceptionally meritorious manner. Her cheerful disposition and exemplary conduct have been an excellent example to all members of this Detachment. During the formative period of this unit, Corporal Malcolmson worked continuously for long periods of time. Her tact and liaison when dealing with U.S. personnel have produced excellent results.

RCAF Press Release 2862 dated 3 May 1944 reads as follows:

Dayton (RCAF News Service) - From teacher in a small prairies school to equipment clerk in the RCAF detachment at Dayton, Ohio, has been an exciting change for Sergeant Wilhelmina "Mac" Malcolmson, BEM.

Daughter of Mr. And Mrs. Albert Malcolmson of Carman, Manitoba, she was the first airwoman awarded the British Empire Medal. It was for "devotion to her work", her officers say.

One of the first "WDs" from Canada to be posted to the United States, in October 1942, she assisted with the establishment of the detachment where aircraft and flying equipment for Canada are tested and secured.

At Branson College, Sergeant Malcolmson majored in French, Latin and English. Graduating with her BA, she went to Normal School in Winnipeg and taught school in Manitoba rural districts for several years. Later, she worked with the Manitoba Department of Education.

Sergeant Malcolmson was a member of the fourth class of women selected for RCAF training and graduated as Equipment Clerk. Her first posting took her to No.6 Service Flying Training Station [sic], Dunnville, Ontario, where she was in charge of purchasing station supplies.

She has two brothers in the RCAF, of whom she is very proud. Flying Officer Herbert Malcolmson has been overseas since October 1942, and LAC Donald

Malcolmson is at Macdonald, Manitoba.

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MALEC, P/O Joseph (C87153) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Melville, Saskatchewan, 14 April 1921; home in Biggar, Saskatchewan; spent two years in Royal Canadian Army Medical Corps. Enlisted in London, England, 16 October 1942. Apparently trained in Britain and classified as Air Gunner, 3 June 1943. Commissioned 29 May 1944. Repatriated to Canada, 15 November 1944. To No.2 Air Command, 10 January 1945. To No.4 SFTS, 12 January 1945. To "Y" Depot, 19 May 1945; to United Kingdom, 28 May 1945. Repatriated again, 13 June 1946. Released 30 July 1946. Medal sent to next-of-kin from Government House, 7 November 1949 (does not appear to be a wartime casualty). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 Vol.2610 (RG.24 Vol.20627) has recommendation dated 20 November 1944 when he had flown 33 sorties (214 hours 25 minutes), 30 August 1943 to 11 September 1944.

Pilot Officer Malec has completed a large number of successful operational sorties over enemy territory as a rear gunner. These have included many raids on heavily defended targets in Germany and many on precision targets in enemy-occupied territory. At all times this officer has displayed a high standard of courage and determination in keeping a close watch for enemy aircraft. His careful vigilance has been responsible for the safe return of the members of his crew from many sorties.

As an air gunner of exceptional skill, his work both in the air and on the ground has been of the highest order. His keen crew co-operation and fine spirit have been an example and inspiration to all gunners in the section and to all members of aircrew on the squadron.

The sortie list was as follows:

30 August 1943 - Munchen Gladbach (6.00)
31 August 1943 - Berlin (8.35)
2 September 1943 - Gardening, Frisians (3.50)
5 September 1943 - Mannheim (8.10)
6 September 1943 - Munich (11.15)
15 September 1943 - Montlucon (8.00)

16 September 1943 - Modane (8.50, duty not carried out)
3 October 1943 - Kassel (7.45)
4 October 1943 - Frankfurt (7.40)
8 October 1943 - Hanover (5.50)
22 October 1943 - Kassel (7.30)
3 November 1943 - Dusseldorf (6.00)
26 November 1943 - Stuttgart (8.40)
3 December 1943 - Leipzig (8.35)
20 December 1943 - Frankfurt (6.50)
29 December 1943 - Berlin (7.30)
4 January 1944 - Gardening, Bay of Biscay (8.00)
15 February 1944 - Berlin (8.20)
25 February 1944 - Augsburg (time not given; duty not carried out)
6 March 1944 - Trappes (5.25)
15 March 1944 - Stuttgart (9.20)
11 April 1944 - Gardening (6.10)
18 April 1944 - Paris (5.25)
21 April 1944 - Gardening (6.00)
22 April 1944 - Dusseldorf (6.00)
26 April 1944 - Essen (4.25)
27 April 1944 - Aulnoye (5.10)
1 May 1944 - Mine laying, Brest (4.50)
11 May 1944 - Boulogne (3.40)
6 June 1944 - Houlgate (5.25)
24 June 1944 - Bonnetot (3.50)
6 July 1944 - Siracourt (4.00)
3 August 1944 - Foret de Nieppe (3.35)
11 September 1944 - Le Havre (3.50)

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MALKIN, P/O Harry (J15521) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 29 September 1942 as per **London Gazette** dated 9 October 1942 and AFRO 1690/42 dated 23 October 1942. Born 20 March 1915. Home in Verdun, Quebec. Worked in a clerical capacity for Canadian National Railways, Montreal, from May 1930 onwards. Enlisted in Quebec, 2 September 1940. To No.4 BGS (guard duty), 8 November 1940. To No.1 ITS, 28 November 1940; graduated and promoted LC, 3 January 1941; posted that day to No.11 EFTS; graduated 21 February 1941 and posted to No.4 Manning Depot; to No.1 SFTS, 5 March 1941; graduated and promoted Sergeant on 16 May 1941. To Embarkation Depot, 17 May 1941. To RAF overseas, 17 June 1941. RCAF Public Relations Release 7825 says that he briefly commanded his

squadron as a Sergeant; after three costly nights he was the senior air captain ! No.35 Squadron, 29 August 1942 to 22 April 1943 after which posted to No.1659 Conversion Unit. Commissioned with effect from 24 May 1942. Incident in DFC citation occurred 8/9 September 1942. Promoted Flying Officer, 24 November 1942. Promoted Flight Lieutenant, 9 February 1943. Promoted Squadron Leader, 24 May 1943. Promoted Wing Commander, 6 December 1943. Repatriated 22 February 1944. DFC presented at Buckingham Palace, 27 July 1943; Bar to DFC presented at Buckingham Palace, 9 December 1943; AFC presented 9 January 1948. Served in postwar RCAF, reverting to Squadron Leader on 1 October 1946 but promoted Wing Commander again, 1 June 1949. In July 1950 appointed Military Observer with United Nations Commission in Korea. Photo PL-22446 shows W/C T.C. Weir with S/L Harry Malkin, DFC (assistant to Weir in Group Training Programme). RCAF photos PL-40126 and PL-40127 (21 November 1944) show him with his bride, the former WAAF Corporal Joyce Richardson. Photo PL-128040 is a portrait taken at Penhold, 1959.

One night in September 1942, Pilot Officer Malkin, as Captain of a Halifax aircraft, was detailed to attack a target at Frankfurt. When eighty miles away from the target area his aircraft was attacked by an enemy fighter and much damage was sustained. Pilot Officer Malkin, although wounded in the leg by splinters from an explosive cannon shell, took evasive action and enabled his air gunners to return fire, which caused the enemy aircraft to break away. Pilot Officer Malkin set his course for home and, although suffering much pain, brought his aircraft back to base safely where he made a masterly landing.

MALKIN, F/L Harry, DFC (J15521) - **Bar to Distinguished Flying Cross** - No.35 Squadron - Award effective 23 March 1943 as per **London Gazette** dated 6 April 1943 and AFRO 757/43 dated 30 April 1943.

One night in March 1943, this officer captained an aircraft detailed to attack Berlin. Whilst over the city the bomber was held in searchlights and subjected to heavy anti-aircraft fire. The rudder controls were severed and one of the port engines was damaged, causing it to fail. Despite this, Flight Lieutenant Malkin skilfully controlled the damaged aircraft and executed a successful attack. Soon after leaving the target area, efforts to restart the damaged engine proved successful but further trouble was encountered. The bomber was again damaged by anti-aircraft fire which rendered the port outer engine unserviceable. The mid-upper gunner was wounded while all lights in the cockpit failed. With extreme difficulty, height was maintained and, displaying superb airmanship, Flight Lieutenant Malkin flew the damaged bomber to an airfield in this country. This officer displayed great skill, determination and endurance in most difficult circumstances.

NOTE: Public Record Office Air 2/4951 has recommendation drafted 7 March 1943 when he had flown 41 sorties (228 operational hours) of which 14 sorties (73 hours) had been flown since his previous award.

One of the force which successfully attacked Berlin on the night of 1 March 1943, Flight Lieutenant Malkin arrived in the target area some few minutes before the time he was detailed to attack, and whilst waiting for his zero hour his aircraft was picked up by searchlights and subjected to heavy anti-aircraft fire which severed the rudder controls and damaged the port inner engine which had to be stopped and the propellor feathered.

Displaying excellent pilotage in controlling his damaged aircraft by means of the rudder trimming tabs, Flight Lieutenant Malkin turned on to the heading for attack and successfully bombed the target.

Having cleared the target and set course for base, attempts to restart the engine proved successful, but further trouble was encountered when searchlights again found his aircraft and he was engaged by heavy and accurate flak for an extended period rendering the port engine unserviceable. Feathering the propellor of this engine, at about the same time the port inner revolution counter failed with the engine surging. The propellor of this engine was adjusted to fully coarse pitch in which condition it functioned better. All the cockpit lights had failed, the pilot's DR repeater and Gee were also unserviceable and the starboard outer engine revolution counter. This engine was also surging and as in the case of the port inner the propellor was adjusted to fully coarse pitch. The mid-upper gunner reported that he had been wounded.

With extreme difficulty and considerable physical exertion height was maintained at 11,000 feet and course set for Bircham Newton having transmitted an SOS. Diverted to Swanton Morley, the aerodrome was located and a successful landing carried out without further incident.

The determination and endurance displayed by Flight Lieutenant Malkin in flying his aircraft back successfully throughout this long return flight under such extreme difficulties are deserving of the highest award, and in recognition he is recommended for the immediate award of the Bar to the Distinguished Flying Cross.

MALKIN, W/C Harry, DFC (J15521) - **Air Force Cross** - No.5 OTU - Award effective 21 April 1945

as per **London Gazette** dated 24 April 1945 and AFRO 802/45 dated 11 May 1945. No citation to AFC in AFRO. Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation. When recommended he had flown 1,025 hours, of which 295 were as instructor (54 hours in past six months).

This officer, as chief instructor, has organized in record time the Training Wing of No.5 Operational Training Unit from nothing to its present tremendous size. His enthusiasm, personal example and outstanding powers of leadership have been largely responsible for the success of this unit in training bomber crews, often under the most adverse weather conditions. This officer,, by his outstanding ability, tact and energy, has contributed very greatly to the success of operational training.

NOTE: Public Record Office Air 50/185 has the following Combat Reports that bear on his operations:

8/9 September 1942: Target Frankfurt, Halifax G/35. Bomb load was described as "6 x 3 flares" plus nine 250-lb bombs. Captain, P/O Malkin, Observer Warrant Officer Sorsdahl (RCAF, later awarded DFC), WOP as Flight Sergeant Jolly (Hector Arthur William Jolly, RAF, DFM on 1 January 1943), Air Gunner Sergeant Fryer (John Meredith Fryer, awarded DFM 9 July 1943), Rear Gunner as Sergeant Stanton (John Thomas Stanton, awarded DFM on 12 January 1943) and Sergeant Stocker as Flight Engineer.

Ten miles north of Arlon, 2246 hours, 15,500 feet on bearing 113 degrees Magnetic, before bombing. Weather clear and dark. Rear Gunner reported that enemy aircraft had switched on and off green forward and white rear lights at about 1,000 yards astern. These lights were switched on and off again as enemy aircraft closed to 800 yards, when lights were once more switched on an enemy aircraft opened fire hitting our aircraft in fuselage between 2nd pilot and navigator's positions with cannon, damaging the starboard inner engine propellor and slightly wounding the Captain in the leg.

Our aircraft turned and dived to starboard and as enemy aircraft, which was identified as ME.110, passed about 250 yards over, Mid-Upper and Rear Gunners opened fire and 2 and 3 second bursts which appeared to hit the enemy aircraft. It went down in an almost vertical dive to port and disappeared. No IFF, no flak, no searchlights.

14/15 January 1943: Target Lorient, Halifax H/35. Bomb load was described as "7 x 4 flares" plus 720 four-pound incendiaries. Take off at 2303 hours, landed at 0403 hours. Captain, P/O

Malkin, Sergeant Bedward, Air Bomber Warrant Officer Sorsdahl (RCAF) WOP as Flight Sergeant Jolly, Mid-Upper Gunner Flight Sergeant Fryer Emerson, Rear Gunner was Sergeant Fryer and Sergeant Stocker as Flight Engineer.

14/15 January 1943. Halifax Mk. II, W1141, H/35 Squadron, Lorient, had encounter five miles N.W. of Lorient with FW.190 at 0130 hours, 7,000 feet, speed unknown, A.S.O. frozen. Course 325 Degrees Magnetic. Weather was medium cumulus, visibility good, half moon on port beam, no searchlights or other ground co-operation. There were no lights on the enemy aircraft which did not open fire during the encounter.

First Attack: Rear Gunner reported FW.190 approaching from S/B Beam at same height, 4-5,000 yards distant. Our aircraft evaded by corkscrewing with a 45 Degree turn, 600 feet dive, and climbing return back to course into attack. Enemy aircraft broke away approximately 300 yards.

Second Attack: Enemy aircraft approached again from S/B Beam, slightly below and our aircraft evaded by corkscrewing as in first attack. Mid-Upper Gunner got in 2/3 second burst. No results observed.

Third Attack: Enemy aircraft then approached from S/B Quarter slightly below; our aircraft corkscrewed as before; Mid-Upper Gunner sprayed him with a 5-second burst. The Flight Engineer, who was watching the enemy aircraft for evidence of his guns opening fire, noticed the Mid-Upper Gunner's bullets striking the belly of the enemy aircraft, in a shower of sparks. NO CLAIM.

The Rear Gunner, Sergeant Fryer, who was unable to get in any bursts himself, gave excellent fire control over the intercom to the Mid-Upper Gunner throughout the attacks. He was trainee at the B and G S, Marston. The Mid-Upper Gunner, Flight Sergeant Emerson, was trained at No.7 A.G.S., Stormy Down, Wales.

Press Release No. 1585 dated 5 May 1943 (London, R.C.A.F. News service) - article by F/O W.J. Crampton, Public Relations Officer.

"Rudders! I don't use 'em. Courses! "I don't fly 'em," said Hank Malkin, 28-year-old Canadian bomber pilot, when he returned to his base after "landing away" following a recent operation against the enemy.

It was his way of trying to laugh off a story he would inevitably have to recount – a story the other chaps of his squadron were waiting to hear – a story the official account of which led to the immediate award to the gallant skipper of a Bar to his Distinguished Flying Cross.

You might not notice Hank Malkin in a crowd, nor even his lanky navigator, Carl Sorsdahl, who also wears the blue and white ribbon of the D.F.C., a result of some 46 operations he has carried out with outstanding success, nearly all of them with Malkin.

In civvy street Hank is a clerk and accountant with the C.N.R. – in the office of the general superintendent in Montreal. His home is at 422 Argyle Avenue, Verdun.

Carl was a schoolteacher at Weyburn, Saskatchewan. His home is at Midale, and he is the same age as his skipper.

On their way to Frankfurt in their four-engined bomber last September, Sorsdahl was sent sprawling on the floor when a cannon-shell shattered the chair he was sitting on.

He felt a bump on his hip and found that a machine-gun bullet had torn through his trousers.

He left his table, climbed up the steps to the cockpit and stood by his skipper.

Malkin, with an inch-long piece of cannon-shell in his leg, was weaving the Halifax in violent evasive action. His leg was numb.

The Me.110 which attacked them 70 miles from their target put their starboard inner engine out of commission, blew a tire off their starboard undercarriage, and sent a fusillade of shells crash-in into the fuselage.

One landed only two feet from the wireless operator and destroyed his parachute.

“I remembered being the third on a match when we had our last cigarette before take-off,” Malkin relates. “Never again”.

The two gunners opened fire on the German fighter, and from his look-out in the astro-dome, the flight engineer saw their tracers strike his fuselage and wings, but he still sent a stream of shells and machine-gun bullets towards the bomber.

When he broke off he did not return to the attack. It was just as well. The starboard inner engine of the bomber had dropped forward and was hanging down from its mounting at a sharp angle.

It had caused the aircraft to start to vibrate.

You can't carry bombs in an aircraft that is shaking as if the grip of an earthquake – especially when you have only three engines and are short of parachutes.

Reluctantly, Malkin jettisoned his bombs and turned for home. By this time, the numbness had left his leg and it had begun to ache. In spite of the pain and the great difficulty he had in keeping his control over the bomber, he made base and landed safely. This gallant effort won for him the D.F.C.

The crew begin to laugh breathlessly as they talk about their Berlin trip of the night of March 1st. They find it hard to describe.

It was dark over the target as they headed in from the north. Then, as Malkin relates it: "Two or three searchlights came up behind us".

"We were weaving, of course, but everywhere we turned, beams popped up in our path, first to starboard, and they flicked on straight ahead of us. Then to port, and others came up on our nose. As soon as the first beams found us, others joined them. In a matter of seconds we were in a cone and didn't get out of it for eight minutes."

During these eight minutes that seemed to the crew like hours, the German gunners were sending burst after burst into the cone. The port inner engine was hit, and had to be feathered. Worse still, the rudder control bar, which traverses the length of the aircraft, was shattered.

"We couldn't make a bombing run. We just had to let them go, knowing that we were over the target and that they would do some good," said Sorsdahl, the navigator, who, in the brilliantly-lighted compartment (lighted by the searchlights) was desperately trying to keep check of the rapid changes of course.

Losing height rapidly the bomber gradually emerged from the danger zone, and after half-an-hour the skipper found that he was able to restart the feathered engine.

That night most of the bombers returning from Berlin encountered intense searchlight and "flak". Sorsdahl navigated safely around the danger spots, but farther along, the already crippled bomber ran into a pack of trouble beside which their experience over Berlin seemed like nothing at all.

Beams came up and suddenly a cone was dropped right on them. It was 20 minutes before they got away. As searchlight beams held them in the terrifying cones and snakelike streams of flak were hosepiped towards them from below, Malkin corkscrewed violently. Nevertheless, the "flak" reached them. "We ain't kidding, either," they grin as they tell about it. Three of the four propellers were hit, the two port wing petrol tanks were punctured and the oil tank of the port inner engine was holed. The crew could only talk to each other intermittently through a spasmodically functioning intercom system. The hydraulics were damaged and the port outer engine was knocked out of commission.

In his turret, the mid-upper gunner, Flight Sergeant Joe Fryer, an Englishman, sat with a wounded shoulder and another wound in his leg. Refusing first-aid until they should get out of the trouble they were in, he remained at his post.

In a maelstrom of noise as "flak" burst nearby and crashed into the aircraft, Malkin, dripping with perspiration, threw the bomber this way and that in almost desperate efforts to free it from the leech-like beams. The loss of rudder control made it doubly hard to handle the huge 25-ton aircraft.

"When we finally flew out the barrage, it was like walking into a quiet room," he said afterwards.

The bomber was way off track when it finally emerged from the danger, and but for the hard work at his wireless set put in by the operator, an Englishman, veteran of 60 operations, the bomber would not perhaps have had enough fuel left to reach England. His loops and fixes, obtained at high speed, quickly put the bomber back on track and Sorsdahl held her there all the way back.

Another hazard awaited them when they reached an English airfield. Visibility was bad and the lowering cloud base had already reached 700 feet.

Without rudder control to aid him, and with only three engines, Malkin at first failed to make his approach, unable to control the aircraft's swing. "I guess I was tired," he apologized afterwards.

As a matter of fact, the condition of the aircraft was such that he had seriously thought of ordering the crew to bale out, so doubtful was he of making a successful landing. He made it the second time, and the gunner was rushed to hospital.

Three weeks later, the bomber was flown to a maintenance unit. It had taken all that time to get it into shape to fly again.

One of the difficulties under which the pilot was working on the way back on this operation was the lack of all lights on his instrument panel. All were put out when the electrical system was damaged.

He couldn't even be sure that the undercarriage would not fold up as he touched down, as though he knew it was lowered, no light came on his panel to tell him that it was locked in position.

It was this operation, marked by a safe return under the most extraordinarily difficult circumstances, which brought the intrepid Montreal captain the Bar to his D.F.C.

Malkin has been to every major target in Germany and Italy, with the exception of one.

Stuttgart is the only name that does not appear in his log-book, which is filled with the names of targets that have become household words in the history of the bombing offensive.

His first operation made him wonder a bit about this bombing business. When he brought his two-engined Whitley back from Stettin he had been airborne exactly 11 hours, and had to be towed from the flare-path, every drop of petrol having been used up in the long flip. "I thought if we've got to do more of these, I've had it," he relates.

In January, 1943, Malkin and Sorsdahl were attacked three times by an FW.190 after they had dropped their bombs on L'Orient.

Flight Sergeant Emerson, of Moose Jaw, Sask., in the Halifax's mid-upper turret, used up all his ammunition, and between them the gunners drove off the deadly nightfighter. The bomber's casualties, however, included the port outer engine.

Malkin got the aircraft back over his base on three engines well enough, then at 700 feet the inboard engine on the port wing conked out.

It takes remarkable skill to land a four-engined bomber safely with power on only one wing. The port wing suddenly dropped, when the inner engine went, "to not a very comfortable angle," according to the pilot's own description.

Throttling back the two engines on the starboard wing, he managed to straighten out the rapidly dropping and lopsided aircraft in time to glide her safely in to an almost perfect landing. They are not designed for gliding, these four-engined bombers, either.

Malkin, Sorsdahl and the rear-gunner, Flight Sergeant John Stanton, D.F.M., have just completed their second tour of operations. The wireless operator, W.O.1 Herb Jolly, D.F.M., is well on in third tour. Amongst them, the crew had accumulated more than 270 operations.

Until the Frankfurt trip of September, 1942, Hank Malkin had only one superstition.

It was shared by the rest of the crew and was instigated by the ground crew.

Two aircraft letters only were used by Malkin on his tour. His first 20 operations were done on "E for Edward," the remainder on "G for George."

When he got "G for George", he found the ground crew had painted a fantastic Gremlin on the fuselage.

It had become a ritual with the crew they had formerly teamed with to bow to the Gremlin painted on the side of their kite, which they knew as "G for Gremlin" instead of the official "G for George".

Every new member of the crew had to incline to the Gremlin before entering the aircraft.

One night, a new member, going into the aircraft, forgot to make his obeisance,

and nobody remembered to tell him about it. The crew did not come back.

Meaningless? But small and meaningless things matter a lot in retrospect among men who are here tonight and may not be back tomorrow.

“Our Gremlin always got his bow from the newcomer,” Malkin’s crew assert.

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MALLORY, S/L Gordon Ewart (C23982) - **Member, Order of the British Empire** - Station Trenton - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 2 October 1886. Enrolled in Toronto, 8 April 1942 as Foreman of Works with rank of WO2 and posted to No.1 Manning Depot. To “E”, 23 May 1942. Commissioned 12 March 1943 with rank of Flying Officer. To No.5 Manning Depot, 13 March 1943. To Officer School, 18 March 1943. To RCAF Headquarters, 30 September 1943. Promoted Flight Lieutenant, 1 December 1943. To St. Hubert, 13 April 1944. To Trenton, 17 October 1945. Promoted Squadron Leader, 1 December 1945. Retired 30 September 1946 to Brighton, Ontario. Died 3 March 1966.

This officer is in charge of Works and Buildings and has shown at all times untiring devotion to duty away beyond his regular Air Force work. He is an outstanding officer, his conduct has been exemplary at all times and under very trying conditions. He provides inspiring leadership to all and has shown remarkable speed and efficiency in mastering maintenance problems. His initiative, forethought, energy and industry have been incomparable. Through his efforts the efficiency of any unit is greatly enhanced.

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MALLOY, S/L Dennis Graland (C1072) - **Distinguished Flying Cross** - No.402 Squadron - Award effective 18 January 1943 as per **London Gazette** dated 29 January 1943 and AFRO 272/43 dated 19 February 1943. Born in Halifax, 26 December 1917; attended Halifax Academy; enlisted there 9 September 1939 as Provisional Pilot Officer (confirmed). Trained at Halifax Aero Club, 11 September to 8 November 1939; at Station Trenton, 9 November to 10 December 1939. Promoted Flying Officer, 20 April 1940. Awarded wings on 17 May 1940. To Camp Borden, 18 May 1940. To No.2 SFTS, 22 July 1940. Promoted Flight Lieutenant, 1 March 1941. To “Y” Depot, 4 February 1942. Embarked from Canada, 9 February 1942. Arrived in United Kingdom, 20 February 1942. To No.58 OTU, Grangemouth, 3 March 1942. To No.402 Squadron, 5 May 1942; became CO, 26 September 1942 (promoted Squadron Leader that date), holding that appointment to April 1943. To RCAF Overseas Headquarters, 15 May 1943. Repatriated to Canada, 19 August 1943. To Rockcliffe, 29 August 1943. To AFHQ, 2 October 1943. To No.2 SFTS,

3 January 1944. To AFHQ, 1 March 1944. To No.14 SFTS, 6 August 1944. To War Staff College, Toronto, 9 September 1944. To No.1 Training Command, 18 November 1944. To No.9 SFTS, Centralia, 24 November 1944. Promoted Wing Commander, 1 December 1944. To Central Flying School, Trenton, 2 March 1945. To No.1 SFTS, Camp Borden, 11 June 1945. To No.1 ACAU (whatever that is), 7 May 1946. To Station Lachine, 18 June 1946. Reverted to Squadron Leader, 1 October 1946 in postwar RCAF (19837). To St. Hubert, 2 October 1946; took command of the Regular Support Unit for No.401 (Auxiliary) Squadron. Commanded Offensive Support Wing, Exercise SWEET BRIAR. Promoted Wing Commander, 1 January 1949. Attached to Air Defence Group Headquarters before taking command of Station Uplands (December 1950). As Station CO he supervised formation of Sabre squadrons; in April 1953 posted overseas to command No.3 Wing, Zweibrucken of No.1 Air Division, followed by No.4 Wing, Baden-Soellingen. Awarded Queen's Coronation Medal, 23 October 1953 as a Wing Commander in No.1 Air Division. Returned to Canada in 1954. To Air Defence Command Headquarters, 13 May 1954; to Station Trenton, 12 August 1956; to No.3 AFS, Gimli, 4 November 1956; to No.25 NORAD Region (Seattle), 14 May 1960. Promoted to Group Captain, 3 February 1961 on becoming Assistant for Deputy Operations at 25 NORAD Region Headquarters. Appointed Commanding Officer, Station Goose Bay, July 1964. To Canadian Defence Liaison Staff, Washington, August 1966. Retired 29 April 1969. Died in Ottawa, 24 June 1993. Aerial victories as follows: **15 July 1942**, one FW.190 destroyed (shared with five other pilots); **27 August 1942**, one FW.190 damaged; **6 September 1942**, one FW.190 probably destroyed; **17 January 1943**, one FW..190 destroyed; **26 February 1943**, one FW.190 damaged (shared with another pilot).

Squadron Leader Malloy has participated in sixty sorties. He is an outstanding leader whose skill and devotion to duty have set an example worthy of high praise.

MALLOY, W/C Dennis Graland, DFC (C1072) - **Commended for Valuable Services in the Air** - No.9 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945.

Notes: Assessed 21 September 1942 - "An excellent pilot, a strict disciplinarian and an influential leader." (S/L N.H. Bretz).

On 18 May 1944 he stated he had flown 92 sorties (195 operational hours).

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MALONE, Sergeant Cletus Joseph (Can 10724) - **Mention in Despatches** - No.63 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 21 August 1912. Home in Montreal; enlisted there 6 September 1939 as Aero

Engine Mechanic. To Trenton, 20 January 1940. Promoted AC1, 29 February 1940. To Technical Training School, St. Thomas, 24 May 1940. To No.2 SFTS, 25 September 1940. Promoted LAC, 1 December 1940. To No.1 Manning Depot, 18 February 1941. To Embarkation Depot, 6 March 1941. Overseas as of 5 April 1941. To No.401 Squadron, 30 April 1941. Promoted Corporal, 11 April 1942. Promoted Sergeant, 22 May 1943. Repatriated 14 December 1944. To Moncton, 4 April 1945. To No.2 Release Centre, 4 August 1945. Discharged 24 August 1945.

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MALONE, F/L Frederick Athol (C2675) - **Mention in Despatches** - RCAF No.76 Base - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Home in London, Ontario; enlisted there 9 September 1940 in Administration Branch. Granted rank of Flying Officer, 15 February 1941. As of 10 August 1941 he was at No.1 ITS. To "Y" Depot, 13 July 1942; to overseas, 20 July 1942. Promoted Flight Lieutenant, 1 January 1943. Repatriated to Canada, 23 October 1945. Retired 4 December 1945. DHist 181.002 D.225 describes him as being Base Personnel Officer, in Canada one year and ten months, overseas two years and eleven months. Certificate sent 10 August 1948. Died in North Bay, Ontario, 27 December 1980 as per **Legion Magazine** of April 1981. Recommended 23 June 1945 as follows:

During the past three years, this officer has been employed on various types of work with the Royal Canadian Air Force in England. His adaptability to any type of administrative duty is outstanding, but the success he has achieved is due mainly to the diligence, keenness and perseverance which he displays when confronted with each new task. He is very loyal and gives unstintingly of his time to the service.

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MALONEY, F/O Gustave Henry Edwin (J8779) - **Distinguished Flying Cross** - No.683 Squadron - Award effective 16 April 1943 as per **London Gazette** dated 27 April 1943 and AFRO 985/43 dated 28 May 1943. Born in St.Alberta, Alberta, 15 July 1918; home in Calgary; enlisted there 17 February 1941 and posted to No.1 Manning Depot. To No.20 EFTS (guard duty), 23 March 1941. To No.3 ITS, 27 May 1941; graduated and promoted LAC, 30 June 1941. Posted that date to No.16 EFTS; graduated 19 August 1941 and posted that date to No.3 SFTS; graduated and commissioned on 7 November 1941. To No.31 School of General Reconnaissance, 21 November 1941. Posting cancelled and sent instead to "Y" Depot, 22 November 1941; to RAF overseas, 3 December 1941. To No.1 PRU, Benson on 14 May 1942; to No.2 RRU, Middle East, 11 August 1942; promoted Flying Officer, 1 October 1942; to No.62 Squadron, Malta, 27 December 1942. Promoted Flight Lieutenant, 11 April 1943. Repatriated to Canada, 11 October

1944; to Northwest Air Command, 31 December 1944. To Moncton, 4 February 1945. To Release Centre, 25 July 1945. Retired 26 July 1945. Medal sent by registered mail, 2 February 1949.

This officer has completed eighty-four flights including a number of sorties over Germany, northern France, and Holland. In the Middle East he has rendered valuable service. Photographs which he obtained over the El Alamein battle zone were an important contribution to the pictorial record on which the advance was planned. On a recent occasion he dived under the balloon defences in the face of heavy anti-aircraft fire to obtain photographs of Italian naval units. This officer is an outstanding pilot whose courage and devotion to duty have been of a high order.

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MALONEY, F/O William Patrick (J29566) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 14 October 1923 in Sudbury; home there (machinist); enlisted in North Bay, 8 September 1942. To No.1 Manning Depot, Toronto on enlistment. To No.4 Manning Depot, Quebec, 30 October 1942. To No.1 ITS, Toronto, 28 December 1942; graduated and promoted LAC, 5 March 1943; to No.20 EFTS, Oshawa, 7 March 1943; graduated 30 April 1943 and taken on strength of No.6 SFTS, Dunnville, 2 May 1943; graduated and commissioned 20 August 1943. To "Y" Depot, Halifax, 11 September 1943. Embarked from Canada, 12 October 1943. Disembarked in Britain, 19 October 1943. Taken on strength of No.3 PRC, Bournemouth, 20 October 1943. To No.18 (P) AFU, 1 February 1944. Promoted Flying Officer, 20 February 1944. Attached to No.1513 Beam Approach Training Flight, 28 March to 3 April 1944. To No.30 OTU, 9 May 1944. To No.11 Base, 29 July 1944; posted that same day to No.625 Squadron. Missing, presumed dead with a crew of one RAF and five other RCAF, 21 February 1945. Award presented to next-of-kin by Governor General, 28 February 1946. 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 2/9059 has recommendation dated 15 January 1945 when he had flown 22 sorties (132 operational hours), 14 October 1944 to 16 January 1945.

14 October 1944 - Duisburg

14 October 1944 - Duisburg

25 October 1944 - Essen

28 October 1944 - Cologne

30 October 1944 - Cologne

31 October 1944 - Cologne

2 November 1944 - Dusseldorf
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
8 November 1944 - Wanne Eickel
11 November 1944 - Dortmund
22 November 1944 - Aschaffenburg
27 November 1944 - Freiburg
29 November 1944 - Dortmund
3 December 1944 - Urft Dam - bombs brought back on Master Bomber's orders
4 December 1944 - Karlsruhe
6 December 1944 - Merseburg-Leuna
12 December 1944 - Essen
5 January 1945 - Hanover
7 January 1945 - Munich
14 January 1945 - Merseburg-Leuna
16 January 1945 - Zeitz

Flying Officer Maloney is the Canadian captain and pilot of a Lancaster crew and has now completed two-thirds of his first operational tour having carried out 22 sorties comprising 132 hours operational flying.

This officer has carried out attacks on many enemy targets including Duisburg, Essen, Cologne, Gelsenkirchen and Dortmund, and has never failed to press home his attack in spite of heavy enemy opposition on many occasions.

Throughout his tour, Flying Officer Maloney has proved himself to be a trustworthy and gallant officer. Photographs taken at the time of bombing show that he has secured excellent results on many occasions.

He has always shown a complete disregard for fierce enemy opposition at all times and I strongly recommend him for an award of the Distinguished Flying Cross.

The website "Lost Bombers" gives the following on his final sortie. Lancaster NG267, No.625 Squadron (CF-Y), target Dortmund, 20/21 February 1945. This aircraft was delivered to No.625 Squadron on 27 October 1944. No operational history. Airborne at 2122 hours, 20 February 1945 from Kelstern. Crashed at 0130 hours, 21 February 1945 at Hagen after exploding in the air. Crew (all killed) were F/O W.P.Maloney, DFC, RCAF; P/O W.G.Pearce; F/O G.H.P Shephard, RCAF; F/O H.R.Dart, RCAF; WO2 J.A.Dickson, RCAF; Flight Sergeant B.S.Thompson, RCAF; Sergeant O.Harding, RCAF.

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MALOUF, F/L Stanley Edward (C4994) - **Member, Order of the British Empire** - No.6410 Servicing Echelon - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born in Saskatoon, 8 November 1914 (RCAF press release announcing award); attended University of Saskatchewan (B.Sc.1934) and McGill (M.Sc., 1936 and Ph.D., 1941) Geologist for eight years. Home in Quebec City; enlisted in Montreal, 9 May 1941 in Aero Engineer Trade. Granted rank of Flying Officer, 25 October 1941. To No.4 Repair Depot, 1 November 1941. To "Y" Depot, 10 April 1942. Despatched overseas, 24 April 1942. Promoted Flight Lieutenant, 9 May 1943. Repatriated 14 April 1945. To Lachine, 27 April 1945. To Release Centre, 4 September 1945. Retired 6 September 1945. Postwar, his main geological interests were concentrated in the Chibougamau area in Quebec scoring majority on the westerly plunge of the Campbell Chibougamau Main Mine occurrence in 1950, the start of re-activity in Chibougamau. In 1951, Dr. Malouf moved his family from Noranda to Chibougamau to become the Chief Geologist for Campbell Chibougamau Mines, operating at better than 3,000 tons per day. He was also the Manager and Vice President of Chibougamau Mining and Smelting Company Ltd. He was credited with four original finds, three of which were buried deposits, located by applied geology and geophysics and the development of a host of commercial ore deposits. In addition to these, he completed a Bauxite review for Campbell Chibougamau in the Dominican Republic and reviewed the Pueblo Viejo gold deposit developed by the dictator Trujillo. Campbell Chibougamau joint ventured with Rosario Resources in obtaining the Pueblo Viejo deposit. The deposit was obtained and drilled with Rosario in charge. Died in Toronto, 8 February 2008. Presented 24 April 1948. No citation in Canadian sources. Public Records Office Air 2/9056 has recommended citation.

Flight Lieutenant Malouf has rendered valuable service as an engineering officer since his arrival in the United Kingdom in May 1942. Ground crew and engineers alike in this Canadian unit were ignorant of RAF servicing procedure and maintenance on high speed aircraft, but as a result of the training methods instituted by this officer, the unit subsequently proved to be one of the most successful servicing wings in France. During his service this officer has been responsible for several valuable technical instructions which have been accepted by the Group. Flight Lieutenant Malouf has at all times proved himself to be an outstanding technician and a fine leader of men. Over and above his normal duties he has spared no pains to advance the welfare of the personnel of his unit and it is due in no small measure to his devotion to duty and consistent interest in his men that the morale of the Echelon has at all times been high.

NOTE: Records of No.410 Squadron have a much longer recommendation drafted by an

unidentified officer:

This officer commenced his service career by serving through the ranks as a 2nd Lieutenant in the Royal Canadian Engineer Pioneer battalion in the Noranda Militia, leaving after six months to enlist as a Pilot Officer Technical Branch in the RCAF on the 8th May 1941. On posting to No.4 Repair Depot, Scoudouc, he worked on Hudsons, Bolingbrokes, Harvards, Anson and Fairey Battle aircraft, being promoted to Flying Officer on 25 October 1941. Volunteering for overseas service, he arrived in the United Kingdom on 8 May 1942, being posted to No.416 (RCAF) Squadron (Spitfires). While stationed at Martlesham he was paraded before the Commanding Officer at the request of the Group Engineer, Wing Commander Finlay, and complimented on having the best kept aircraft in No.11 Group. On the 15 April 1943, he was posted to No.406 (RCAF) Squadron (Beaufighters) and achieved a 90 percent serviceability during his last three months with this squadron. Posting to 83 Group as Chief Technical Officer, 143 Wing followed on the 19th January 1944, this Wing comprising three Canadian Hurricane squadrons which were converting to Typhoons at Ayr, Scotland during the winter months. This Wing did better than half of the flying in 13 Group during February 1944. Ground crew and Engineers alike were completely ignorant initially of the RAF servicing procedure and maintenance of high speed aircraft but the Wing as a result of the training methods instituted by this officer subsequently proved to be one of the most successful servicing wings in France. On the 23 April 1944, Flight Lieutenant Malouf was posted to 83 General Support Unit (Spitfires, Mustangs and Typhoons) and against the wishes of the Royal Air Force was posted by RCAF Headquarters to 410 (RCAF) Squadron (Mosquito 13s) on the 15 May 1944. As Engineer Officer of 410 Squadron several squadron moves have been successfully accomplished with a minimum disruption to serviceability. The squadron converted from Mosquito 13s to 30s in a month, remaining operational throughout the conversion period. Two squadron moves have subsequently been completed in France, again with the minimum disruption to serviceability. During his services this officer has been responsible for several valuable technical instructions which have been accepted by Group and which are summarized on the attached Appendix "A". The average serviceability maintained by this officer since joining the squadron has been 78 percent with an average of 850 flying hours per month.

To this, W/C G.A. Hiltz added under "Squadron Commander's remarks":

This officer's record speaks for itself. He has always proven himself to be an outstanding technical man as well as a leader of men, over and above his normal

duties. He has spared no pains to advance the welfare of the 6410 Servicing Echelon personnel, and it is due in no small measure to this officer's devotion to duty and consistent interest in his men that the morale of the Echelon is probably at present at an all time high. I feel that the work so efficiently and self-sacrificingly accomplished by this officer strongly merits recognition and I have no hesitation in recommending him for the above award [MBE].

The Appendix mentioned lists a long series of accomplishments, including:

Minimizing vibration troubles by restricting the R.P.M. on 30s to above 2,350 revs.

Emphasizing vibrations caused by the lead working loose in the elevator balance weight.

Proposing modification action to prevent petrol from fuel pump priming system from entering the rear and front supercharger bearings via the drain box assembly on the port side of the engine.

Pointing out danger from the impact tubes clogging up with dry fine snow on run ups and taxiing.

Prompted further attention to overspeeding on take-off, thereby hastening the introduction KI, a constant speed unit strong enough to control the paddle-bladed prop.

Prompted group instruction to feather port engine on belly landing a Mosquito 30 thereby avoiding the reduction gear tearing off to starboard and endangering the pilot. The paddle bladed props are relatively inflexible.

Emphasizing the icing of Stromber carburettors.

Emphasizing the importance of improving the volute casing drain Modification 888, the cause of flame traps clogging up at approximately 200 hours.

Initiated the first power plant changes with Mosquito 30s in France.

Completed service trials for 85 Group on a Swansdowne Bag for a sand filter, a new and successful boost capsule and a successful vibration damper for side cowlings.

RCAF Press Release No. 746 dated September 10, 1942 from "Wright" reads as follows:

When the boys around the aerodromes use the letters "US" in conversation, they don't mean United States. In fact, nobody likes to hear it used, for, in Royal Canadian Air Force language it means "unserviceable", and is usually applied to aircraft.

Obviously, an airplane which is unserviceable, by reason of an engine or structural defect, isn't much use in fighting the war. It is the job of some 175 men at each squadron to see that the squadron's aircraft are unserviceable for as short a period as possible. The man ultimately responsible for seeing this is carried out is the squadron's engineer officer, universally known around the station as "Engines". F/O Stanley Malouf, "Engines", at a Royal Canadian Air Force Spitfire squadron, is typical of his fellow engineers overseas. If the squadron hasn't enough serviceable aircraft to carry out an operational task to which it has been assigned, F/O Malouf's commanding officer wants a reason, not an excuse. And on the rare occasions, there aren't enough aircraft in this or any other Canadian squadron, F/O Malouf and his fellow engineers have a pretty good reason.

Born in Saskatoon and a graduate of the University of Saskatchewan in engineering, F/O Malouf took a post-graduate course at McGill University, Montreal, before taking up prospecting in the Noranda Country. He was geologist with Francoeur Gold Mines when he joined up, after which he was given a several months course in the fundamental principal of aircraft engineering at Montreal. It was a stiff course which all R.C.A.F. engineer officers have to go through, a course which took two years to complete before the war.

Afterwards, engineer officers are usually given some experience in Canada before being posted overseas. In F/O Malouf's case, he was detailed to open a repair depot at Scoudouc, N.B. On proceeding overseas the "Engines" are posted to a squadron under a Royal Air Force engineer officer, until they have gained enough experience to carry on themselves.

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MANAHAN, Sergeant Donald Edward (R159482, later J90938) - **Mention in Despatches** - No.31

OTU - Award effective 11 December 1943 as per **London Gazette** dated 14 December 1943 and AFRO 568/44 dated 17 March 1944. Born 17 November 1923. Home in Edmonton; enlisted there 4 June 1942. To No.3 Manning Depot, 29 June 1942. To No.2 WS, 14 August 1942; promoted LAC, 17 September 1942; to No.4 BGS, 7 March 1943; graduated and promoted Sergeant, 5 April 1943; to No.31 OTU, 1 May 1943. To "Y" Depot, 25 July 1943; to United Kingdom, 2 August 1943. Commissioned 28 September 1944; promoted Flying Officer, 20 March 1945; repatriated 14 May 1945. Released 2 July 1945. Served in interim postwar RCAF, 4 September 1946 to 31 October 1947 with posting to Northwest Air Command on engagement and Station Edmonton. See Sergeant D.G. Collins for details. RCAF Press Release 8128 dated 31 December 1944 says that he spent his first two months of operations with an RAF Hudson coastal patrol "from a southern Italian base" and that he was currently with an RAFAir/Sea Rescue squadron in Italy.

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MANDERS, S/L (now W/C) David Frederick (C995) - **Member, Order of the British Empire** - Eastern Air Command Headquarters - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 10 May 1915 in Vancouver; educated there including Vancouver Technical School and University of British Columbia. Lathe hand operator, for two years plus two years at Britannia Mines as mucker, nipper, motorman and miner. Applied to enlist in Vancouver, March 1939. Granted Short Service Commission at Provisional Pilot Officer (Auxiliary), 5 June 1939 when posted to No.111 Detachment and attached to Aero Club of British Columbia for ab initio instruction. To Camp Borden, 28 August 1939 by rail, reporting 30 August 1939 for Intermediate Flying Training; qualified for pilot's flying badge, 30 October 1939. To Station Trenton, 31 October 1939. Promoted Flying Officer, 13 December 1939. To No.1 Wireless School in Montreal, 22 February 1940. To AFHQ, 9 May 1940. To No.112 (Army Cooperation) Squadron, 20 May 1940. Embarked from Montreal, 21 May 1940 with No.110 Squadron for overseas. Attended School of Army Cooperation, Old Sarum, 15 July to 10 August 1940. This involved flying in Lysander aircraft (12.50 day, 1.05 night), Hector aircraft (13.40, day) and the Link (two hours). Courses in "military subjects", Reconnaissance, Photography, Signals and Artillery Cooperation, practical work in Tactical Reconnaissance, Artillery Reconnaissance, Photography and Signals. "After a poor start he showed improvement and attained average results" (G/C C.J.S. Dearlove). To No.112 Squadron, 12 September 1940. Attained rank of Flight Lieutenant, 15 June 1941. Attended No.1 Radio School, 29 September to 24 October 1941 (maintenance course). Attended No.3 Radio School, Prestwick, 28 October to 29 November 1941 (operational course) and posted to No.400 Squadron. Repatriated via Rockcliffe, 10 January 1942. To Eastern Air Command, 26 January 1942. Promoted Squadron Leader, 1 November 1942. Promoted Wing Commander, 1 January 1945. Insignia presented 3 March 1945. To No.3 Release Centre, 3 September 1945. Released 6 September 1945. Subsequently in RCAF Auxiliary, 1 June 1950 to 31 December 1954, initially

as Squadron Leader; promoted Wing Commander, 15 November 1950 while on staff of No.19 Wing Headquarters, Vancouver. Died in Penticton, British Columbia, 25 December 1979 as per British Columbia Vital Statistics.

This officer has been employed as Command Radar Officer for over two years. During this time he has been responsible for directing the organization, installation, operation and maintenance of the Command radar system. By skilful planning, enthusiasm and ceaseless effort, he has overcome exceptional difficulties and built up an efficient and smoothly running system which is truly a credit to his outstanding ability and perseverance.

The recommendation was raised 15 January 1944 by G/C W.A. Orr as follows:

Squadron Leader Manders has been employed as Command Radar Officer since January 1942, during which time he has been responsible for directing the organization, installation, operation and maintenance of the Command Radar system. By skilful planning, enthusiasm and ceaseless effort, he has overcome the exceptional difficulties surrounding the task, and built up a system which is efficient and smoothly running - truly a credit to his courage and tenacity.

Selected Assessments: "This officer has recently taken over the duties of signal officer for this squadron. Works very hard. Lacks experience but with seasoning should be able to run a section efficiently." (22 November 1940).

"Has been Signals Officer with this squadron since last November. During that time he has shown a great deal of enthusiasm with regards to technical aspects in the squadron. His organizing ability is not quite as good as it might be. It is suggested this officer's ability could be much improved by a further Signals Course which would go deeper into the administration of a Squadron Signals Section." (W/C R.M. McKay, Odiham, 11 June 1941).

"This officer has applied himself diligently to the work assigned to himself, that of completing and putting into operation the Radio Station in this Command. He has applied himself diligently and overcome all obstacles to date." (W/C W.A. Orr, Eastern Air Command Headquarters, 28 September 1942).

"Squadron Leader, has been posted to fill the position of Chief Signals Officer, a position for which he is well suited. Recommended for promotion to the rank of Wing Commander, Acting." (W/C W.A. Orr, Eastern Air Command Headquarters, 9 March 1944).

"A very sound technical and radar officer with a fine, pleasing personality. However, this officer is very spasmodic in attendance. He tends to work very hard for a few months and then is

seldom seen for some time. However, his knowledge and ability are very valuable and essential to this Headquarters." (G/C G.W. Northcott, No.19 Wing Headquarters, 13 September 1954).

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MANGAN, FS John Thomas (R69117) - **Mention in Despatches** - No.162 Squadron (Canada) - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Massey, Ontario, 21 September 1919. Home in North Bay, Ontario (machinist, Noranda Mines). Enlisted there 21 September 1940 and taken on strength of No.2 Manning Depot. To No.11 Equipment Depot, 23 September 1940. To No.1 WS, Montreal, 9 October 1940. To No.1 ITS, 19 November 1940; to No.1 Equipment Depot, 11 December 1940; to No.1 WS, 4 January 1941; promoted LAC, 3 February 1941. To No.1 BGS, 26 May 1941. Promoted Sergeant, 23 June 1941. To No.10 (BR) Squadron, 7 July 1941. Uninjured, 3 October 1941 when Digby 748 settled into trees just after takeoff (F/L R.A. Butts, pilot; also in crew were J5072 P/O Redmond, Sergeant A.C. Colville, and LAC G.H. George). To No.162 (BR) Squadron, 18 May 1942. Commissioned 8 December 1942 (J23805) but then killed 6 January 1943 in crash of Canso 9737, No.5 (BR) Squadron.

This NCO has set a fine example by his devotion to duty and the excellent manner in which he has carried out his duties as a Wireless Air Gunner. He has assisted in an attack on an enemy U-boat and carried out 540 hours of operational flying during the past eight months.

In December 1942 his Commanding Officer (S/L S. Turner) wrote of him:

This NCO is an exceptionally good WAG with over 1,000 hours flying experience. His work with this squadron has always been of the highest standard and it is strongly recommended that he be granted a commission in the RCAF.

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MANGIONE, Sergeant John (R195860) - **Distinguished Flying Medal** - No.429 Squadron - Award effective 13 July 1944 as per **London Gazette** dated 21 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 21 July 1924 in Ottawa; home there; enlisted there 29 October 1942 (one of four brothers in RCAF). Granted Leave Without Pay until 12 November 1942 when posted to No.5 Manning Depot. To No.4 Manning Depot, 29 December 1942. To No.6 ITS, 27 February 1943. To No.5 ITS, 3 April 1943. Promoted LAC, 10 July 1943. To No.2 Air Gunner Ground Training School, 21 May 1943. To No.3 BGS, 10 July 1943. Graduated 20 August 1943 and promoted Sergeant. To "Y" Depot, 3 September 1943. To United Kingdom, 12 September 1943.

Commissioned 9 July 1944. Repatriated to Canada, 3 November 1944. To No.3 Training Command, 6 December 1944. To No.9 BGS, 7 December 1944. To "Y" Depot, 11 March 1945. To United Kingdom again, 18 March 1945. Repatriated 13 June 1945. Released 3 September 1945. Cited with Sergeant Gilbert E.J. Steere (RAF, awarded CGM) and Sergeant G.J.M. Ritchie (RCAF, awarded DFM). Pilot, S/L W.B. Anderson, DFC, died before being located. A clipping in an Ottawa paper of 14 July 1944 has more details. Aircraft was hit over Dieppe; **Mangione recalled** it was the third time they had been hit by flak. The first time had been nothing and on the second the pilot (Anderson) had been wounded above one eye; a second pilot flew it home. This time it was bad (shrapnel passing through chest from left to right) and they had no second pilot. Several crew had baled out. "When I went to jump, Gil (Steere) told me Andy could not get out and to come and help him. So I went up front and Andy passed out. The kite went into a dive. We pulled it out and got Andy to wake up a bit. He could talk a little and told us what to do." **Steere recounted**, "It took them [Mangione and Ritchie] almost an hour to get him back there [to rear of aircraft]. He weighed almost 200 pounds, and although semi-conscious, was unable to move himself. He was the gamest guy I ever met. While the gunners were dragging him back he kept patting their parachutes and telling them to bale out and leave him there." **Mangione wrote** "Gil did most of the work and we think he'll get a 'gong' for it." Photo PL-34100 shows him with F/O L.F. Berryman, DFC. Photo PL-32607 (ex UK-13711 dated 24 August 1944) taken during Royal visit to No.6 Group.

Sergeant Steere, Sergeant Mangione and Sergeant Ritchie were flight engineer, mid-upper and rear gunners respectively of an aircraft detailed for a sortie on night in June 1944. Over the enemy coast the aircraft was hit by anti-aircraft fire and the pilot was mortally wounded. He gave orders to the remainder of the crew to leave by parachute but Sergeant Steere, realizing that his comrade would be unable to follow, disregarded the order. He went to his wounded comrade and together they succeeded in regaining control of the aircraft. Sergeant Steere then discovered that Sergeants Mangione and Ritchie had also stayed in the aircraft and were ready to assist Sergeant Steere who had taken over the controls in an effort to fly the aircraft home. Although he had no previous experience he flew to an airfield. After making contact with the ground personnel by radio telephone he circled the airfield whilst Sergeants Mangione and Ritchie gave additional first aid to the pilot and then parachuted him out of the aircraft on a static line in a last effort to save his life. Only when he was sure that his other two comrades had safely left the aircraft by parachute did Sergeant Steere then leave himself. In the face of a trying ordeal these airmen displayed great courage and devotion to duty setting an example of the highest order.

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MANION, F/O William Joseph (J28802) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 1923 in Ottawa; home there (clerk); enlisted there 22 June 1942. Trained at No.1 ITS (graduated 5 March 1943), No.1 BGS (graduated 27 July 1943) and No.9 AOS (graduated 14 June 1943). Overseas in September 1944. Photo PL-33607 (ex UK-15991, dated 26 October 1944) shows F/O W.J. Manion (pointing) and F/O F.W. Bullen with Victory Loan "thermometer". Medal presented 10 December 1947. Served in postwar RCAF with service number 17603. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 18 April 1945 when he had completed 30 sorties (189 hours 40 minutes), 11 October 1944 to 31 March 1945.

Flying Officer Manion has taken part in thirty operational sorties, including attacks on such well defended targets as Cologne, Duisburg and Dusseldorf. He has proved himself to be a keen and capable air bomber who has at all times displayed an exceedingly high standard of devotion to duty and determination. This officer has set a fine example to other members of his squadron.

It is considered that his outstanding skill, tenacity of purpose and fine operational record fully merit the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

11 October 1944 - Wanne Eickel (5.10)
14 October 1944 - Duisburg (5.30)
14 October 1944 - Duisburg (5.55)
1 November 1944 - Oberhausen (6.00)
2 November 1944 - Dusseldorf (6.05)
4 November 1944 - Bochum (5.25)
6 November 1944 - Gelsenkirchen (5.25)
27 November 1944 - Neuss (5.30)
30 November 1944 - Duisburg (6.55)
4 December 1944 - Karlsruhe (7.00)
5 December 1944 - Soest (6.20)
24 December 1944 - Oslo (6.20, mining)
5 January 1945 - Hanover (6.10)
12 January 1945 - Flensburg (5.45)

16 January 1945 - Oslo (7.30, mining)
1 February 1945 - Mainz (7.25)
4 February 1945 - Wilhelmshaven (5.30, mining)
14 February 1945 - Willow (7.25, mining)
15 February 1945 - Oslo (6.35, mining)
20 February 1945 - Mannheim (6.40)
21 February 1945 - Worms (6.45)
25 February 1945 - Arendal (6.20, mining)
2 March 1945 - Cologne (5.55)
5 March 1945 - Chemnitz (9.05)
8 March 1945 - Elbe (5.05, mining)
9 March 1945 - Oslo (7.05, mining)
12 March 1945 - Hesselo (6.20, mining)
14 March 1945 - Zweibrucken (6.55)
15 March 1945 - Castrop Rauxel (6.00)
31 March 1945 - Hamburg (5.35)

Application for Operational Wing dated 18 May 1945 states he had flown 30 sorties (189 hours 40 minutes), 4 June 1944 to 31 March 1945.

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MANLEY, Sergeant John Alfred (R51573) - **Air Force Medal** - No.3 Air Navigation School - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 14 November 1920. Home in Port Arthur; enlisted in Fort William, 21 November 1939 as Wireless and Electrical Mechanic. To No.10 (BR) Squadron, 29 January 1940. Promoted AC1, 29 February 1940. Promoted LAC, 1 October 1940, on which date he was reclassified Wireless Operator (Ground). Promoted Corporal, 15 March 1941. To Newfoundland, 23 June 1941. Promoted Sergeant, 1 April 1942. Reverted to Corporal, 23 April 1942. To No.1 SFTS, 15 June 1942. To "Y" Depot, 21 April 1943. To "G.D." (Gander ?), 1 May 1943. Reduced to LAC, 22 July 1943. To be Corporal, 15 October 1943. To No.8 Construction and Maintenance Unit, 30 November 1943. To No.5 AOS, 4 December 1943. Promoted Sergeant, 1 February 1944. To No.3 ANS, 31 March 1945. To Composite Training School, 28 May 1945. To Release Centre, 15 September 1945. Released 29 September 1945. As of recommendation for award had flown 1,360 hours including 271 hours in previous six months.

This Wireless Operator (Ground) has an operational flying record which he has used to marked advantage to the efficient operation of this unit. His extreme devotion to duty, courage and loyalty have been an inspiration to all with whom he has served. He has contributed much to the smooth operation of his section and to the morale of those serving under him. The manner in which he has

discharged his many responsible duties has been exemplary.

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MANN, P/O Edward James (J85595) - **Distinguished Flying Cross** - No.576 Squadron (deceased) - Award effective 28 July 1944 as per **London Gazette** dated 12 February 1946 and AFRO 322/46 dated 29 March 1946. Born 14 December 1923 in Regina, Saskatchewan; home there (bank employee, Royal Bank of Canada); enlisted there 10 March 1942 and granted Leave Without Pay until 3 April 1942 when posted to No.2 Manning Depot. To No.2 BGS (non-flying duties), 23 May 1942. To No.2 ITS, 18 July 1942; promoted LAC, 12 September 1942; to No.15 EFTS, 10 October 1942; to No.11 SFTS, 5 December 1942; promoted Sergeant, 2 April 1943; to "Y" Depot, 16 April 1943. To RAF, 26 May 1943 (embarked from Halifax on 27 May 1943). Arrived in Britain, 4 June 1943. Taken on strength at No.3 PRC, 5 June 1943. To No.20 (P) AFU, 29 June 1943. To No.30 OTU, 28 September 1943. To No.11 Base, 18 January 1944. Commissioned 28 February 1944. To No.578 Squadron 14 May 1944. Killed in action 28/29 July 1944 (Lancaster LL905; shot down by a night fighter, 0140 hours near Saarwerden); buried in France. Medal sent by registered mail to next-of-kin, 2 December 1946.

Pilot Officer Mann has participated with outstanding success in attacks against many strongly defended targets. He has consistently displayed great skill, courage and devotion to duty even in the most hazardous circumstances. In July, 1944, during an attack on railway sidings at Revigny his aircraft was severely damaged by enemy action. Despite great difficulties he pressed home his attack on the target with the utmost determination and succeeded in flying his damaged aircraft safely back to base. He has continued to show exceptional zest for operational flying and his cheerful and confident manner has set a high example to all.

The website "Lost Bombers" gives the following on his loss. Lancaster LL905, No.576 Squadron (UL-H2), target Stuttgart, 28/29 July 1944. LL905 was a Mark I, delivered to No.576 Squadron on 27 April 1944. Took part in the following operations: Mailly-le-Camp, 3/4 May 1944; Wesseling, 21/22 June 1944; Kiel, 23/24 July 1944; Stuttgart, 28/29 July 1944 (lost). When lost this aircraft had a total of 249 hours. It was one of four No.576 Squadron Lancasters lost on this operation; the others were LL799, PB128, and PB253 Airborne at 2110 hours from Elsham Wolds. Crashed approximately 0140 hours, 29 July 1944 with its starboard wing on fire, between Sarrewerden (Bas-Rhin) and Rimsdorf, 2 km SSW and SE respectively of Sarre-Union. Crew were F/O E.J.Mann, DFC, RCAF (killed); Sergeant R.A.W.Roberts (killed); F/O A.Novak, RCAF (POW); Sergeant W.T.Dodge (POW); Flight Sergeant F.T.McCann (POW); Flight Sergeant L.Mutton, RAAF (killed); Flight Sergeant D.I MacVicar, RCAF (killed).

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MANN, F/O Forrest George (J86470) - **Distinguished Flying Cross** - No.578 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 23 February 1921 in Eaglefield, Saskatchewan; home in Angusville, Saskatchewan; (bank teller); enlisted in Winnipeg, 16 May 1941 as Clerk/Accounts. To No.3 Training Command, 23 May 1941. To No.6 EFTS, 28 June 1941. To Technical Training School, St. Thomas, 28 August 1941. To No.8 Repair Depot, 10 October 1941. Remustered to aircraft and posted to No.2 ITS, 18 August 1942; graduated 10 September 1942 when posted to No.15 EFTS; graduated 4 December 1942 and posted next day to No.11 SFTS; graduated promoted Sergeant, 2 April 1943. To "Y" Depot, 16 April 1943; to RAF overseas, 26 May 1943. Commissioned 20 May 1944. Promoted Flying Officer, 20 November 1944. Repatriation date uncertain. Following repatriation from overseas service he was posted to No.2 Air Command, 15 January 1945. To No.5 Release Centre, 22 March 1945. Released 27 March 1945. Settled in Prince Albert, Saskatchewan. Medal presented 11 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8827 has recommendation dated 21 August 1944 when he had flown 37 sorties (169 hours 41 minutes), 18 April to 18 August 1944.

(* denotes daylight sortie)

18 April 1944 - Tergnier (4.40)
20 April 1944 - Ottignes (4.43)
22 April 1944 - Dusseldorf (4.44)
24 April 1944 - Karlsruhe (6.56)
26 April 1944 - Ville Neuve (5.26)
27 April 1944 - Aulnoye (4.37)
30 April 1944 - Acheres (4.50)
22 May 1944 - Orleans (5.22)
24 May 1944 - Aachen (4.27)
27 May 1944 - Bourg Leopold (4.46)
31 May 1944 - Trappes (5.28)
2 June 1944 - Harinzeles (3.24)
4 June 1944 - Boulogne (3.40)
5 June 1944 - Mont Fleury (4.55)
6 June 1944 - Chateaudun (5.48)
8 June 1944 - Alencon (6.40)
11 June 1944 - Massy Palaiseau (4.47)
12 June 1944 - Amiens (4.24)

15 June 1944 - Foulliard Dump (5.15)
22 June 1944 - Siracourt (4.02)*
4 July 1944 - St.Martin l'Hortier (3.49)*
6 July 1944 - Croixdale (3.54)*
9 July 1944 - Les Cartelliers (3.50)*
12 July 1944 - Thiverny (4.39)*
15 July 1944 - Nucourt (4.32)
17 July 1944 - Bois de la Haie (3.46)*
18 July 1944 - Vaires (4.35)*
20 July 1944 - Bottrop (4.21)
24 July 1944 - Stuttgart (7.48)
28 July 1944 - Foret de Nieppe (3.40)*
30 July 1944 - Battle area (4.12)*
1 August 1944 - Anderbelke (3.11)*
2 August 1944 - Le Nieppe (3.22)*
3 August 1944 - Foret de Nieppe (3.24)*
5 August 1944 - Hazelbrouck (3.00)*
9 August 1944 - Foret de Mormal (4.01)*
18 August 1944 - Sterkrade (4.43)

Flying Officer Mann has carried out 37 sorties totalling 169.41 hours during which he has attacked many important targets situated in such well known defended areas as Dusseldorf, Karlsruhe, Aachen, Bottrop and Stuttgart.

This forceful Canadian captain has led his crew with brilliant success throughout a large number of operations upon many different types of target with outstanding results. He has always combined, during his operational career, a belligerent and fearless spirit with skilled and determined handling of the most difficult situations.

It is strongly recommended that Flying Officer Mann's magnificent operational record should be recognized by the award of the Distinguished Flying Cross.

RCAF Press Release No. 8093 dated 4 January 1945 from S/L Vic Baker reads:

WITH RCAF IN BRITAIN: -- Before, during, and just after D-Day our bombers flew in weather which was too foul even for motoring on the ground, says F/O Forrest G. Mann, DFC., of Angusville, Manitoba, a Halifax pilot with an R.A.F. bomber squadron.

The 23-year-old Manitoban remembers taking off from his airfield in clouds which were less than 100 feet off the ground and 10,000 feet thick. They bombed their invasion target blindly on instruments and made the return journey flying only 200 feet above sea-level. Back at base, they were forced to circle for more than a half hour with ever-dwindling petrol supply, while powerful fog lights were made ready for an instrument landing.

"It took us quite a while stooging around that aerodrome getting up enough courage to land our 30-ton aircraft in that soupy fog", said Mann, who is at an RCAF repatriation depot in Britain. Going home with him is his navigator, P/O M.L. Hubbard, of Robsart, Saskatchewan, and his gunner, P/O J.R. Churchill, DFM, of Owen Sound, Ontario.

Before enlisting, he worked for the Royal Bank at Russell, Manitoba as a teller and hopes to return to his old job on discharge from the service.

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MANN, Corporal Gordon Carlington (R225524) - **Mention in Despatches** - Eastmoor - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946.. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit. Born 18 June 1918. Home in Toronto. Enlisted in RAF under service number 619225. Transferred to RCAF in London, England, 21 December 1944, at which time he had been overseas for seven years and four months. Repatriated to Canada 18 June 1945. Appears to have volunteered for Tiger Force until it was stood down. Released 19 September 1945. Certificate sent 9 October 1948. DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has recommendation forwarded to No.6 Group Headquarters, 5 May 1945. Armourer.

Corporal Mann has been employed as an NCO in the Station Armoury for the past six months and previous to enlistment in the RCAF has served seven years with the RAF. During the period of time he has been on this Station he and his men have been called upon to work exceedingly long hours in all weathers [sic] at the arduous task of preparing operational bomb loads. Corporal Mann by his untiring efforts and initiative has been instrumental in increasing the efficiency of the Station Armoury. In his loyalty and efforts beyond the ordinary call of duty, it is strongly recommended that he be awarded a "Mention in Despatches".

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MANN, Corporal Harry Charles (R99582) - **Mention in Despatches** - No.105 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 22 April 1915. Home in St.Mary's, Ontario; enlisted in London, Ontario, 15 April 1941 as Radio Mechanic. To No.1 Manning Depot, 19 May 1941. To University of Western Ontario, 13 June 1941. Promoted LAC, 19 December 1941. To No.1 Manning Depot, 29 December 1941. To No.31 Radio School, 7 January 1942. To No.31 Personnel Depot, 22 February 1942. To RAF overseas, 12 March 1942. Promoted Corporal, 1 January 1943. Repatriated 13 August 1945. Released 3 October 1945.

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MANN, P/O Lloyd Arthur (J19783) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 4 August 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born 28 October 1918 in Carivale, Saskatchewan or Elmore, Saskatchewan; raised at Melita and Portage la Prairie, Manitoba; enlisted in Ottawa as a Clerk, 10 August 1941. To AFHQ, 3 September 1940. Promoted AC1, 10 November 1940. Reclassified Clerk/Steno, 1 March 1941. Promoted LAC, 10 March 1941. Promoted Corporal, 1 July 1941. Promoted Sergeant, 1 October 1941. Remustered to aircrew and posted on 11 April 1942 to No.1 ITS; to No.9 EFTS, 18 July 1942; to No.11 SFTS, 12 September 1942; graduated 30 December 1942. To "Y" Depot, date not shown; to RAF overseas, 25 January 1943. Commissioned 26 January 1944. To No.426 Squadron, March 1944. Promoted Flying Officer, 26 July 1944. Incident described was on 22 May 1944. Ultimately flew 33 sorties. Award presented at during the King's visit to No.6 Group, 11 August 1944. Repatriated 15 November 1944 and posted to AFHQ again for administrative duties. Promoted Flight Lieutenant, 1 May 1945. Signed on for RCAF Interim Force until 26 September 1947 when he was released. RCAF photo PL-31682 (ex UK-13560 dated 14 August 1944) shows him being invested. RCAF photo PL-32307 (ex UK-14570 dated 6 September 1944) shows three men from Portage la Prairie, Manitoba - F/L L.J. Kennedy (left, described as squadron bombing leader with two tours to his credit), Warrant Officer J.R. McCulloch (new to the squadron) and P/O Lloyd Mann, DFC, awarded for "bringing back his severely damaged Halifax after it collided in mid-air with another bomber." PL-32306 is similar. Went in to the roofing business with his father-in-law and eventually owned the company outright. Died in Ottawa, 7 March 2011. Obituary in Ottawa **Citizen** detailed his charitable and travel activities.

This officer has completed numerous sorties and has proved himself to be a skilful and resourceful pilot and captain. On one occasion he was the pilot of an aircraft detailed to attack the railway sidings at Le Mans. Whilst over the target his aircraft sustained extensive damage. Several holes were torn in the fuselage, the bomb doors were torn open, parts of them being ripped away, and the port rudder and elevator were damaged. Both the port engines were affected and

one of them caught fire. Much height was lost and the situation was serious. Pilot Officer Mann succeeded in levelling out, however, and course was set for home. Much vibration was experienced and flying speed had to be reduced but in spite of many difficulties, Pilot Officer Mann reached an airfield. This officer displayed exceptional skill and coolness in most harassing circumstances and was undoubtedly responsible for the ultimate safety of the aircraft and its crew.

Public Record Office Air 2/9158 has recommendation drafted 20 June 1944 when he had flown seven sorties (30 hours).

Pilot Officer L.A. Mann was detailed to attack the marshalling yards at Le Mans, France on the night of 22/23 May. Soon after reaching enemy territory the rear turret became unserviceable. Arriving at the target which was not yet marked, an orbit was made and bombs were dropped on the second run. Then, one minute after leaving the target his aircraft collided with another aircraft and was severely damaged - port inner propellor missing, port outer prop bent, port inner engine on fire, port rudder and elevator badly damaged, bomb doors torn open and partly missing, several large holes in fuselage. Before Pilot Officer Mann could regain control, 5,000 feet had been lost and he had given the order "Prepare to abandon aircraft". However, eventually getting the aircraft on an even keel, course was set for Base but owing to extreme vibration, speed had to be reduced below 140 miles per hour, with the result that the aircraft stalled many times, including rudder stalls when it would alter course to 100. In spite of this, a safe landing was eventually made at an emergency landing field.

Pilot Officer Mann displayed exceptional skill and coolness in extricating his aircraft from a most perilous situation, thereby saving the lives of his crew and much valuable equipment. Although Pilot Officer Mann is a comparatively inexperienced pilot, since joining the squadron he has continually displayed a cool determination and the will to press on regardless of the difficulties. He has consistently set a splendid example to his crew and his squadron and is therefore recommended for the immediate award of the Distinguished Flying Cross.

To the above the Officer Commanding, Station Linton-on-Ouse, wrote (23 June 1944):

Pilot Officer Mann is an exceptionally promising young captain who already has a previous commendation in his Log Book for exceptional fine flying of an aircraft in an emergency and who, in the incident cited above, has in my opinion merited the award of the Distinguished Flying Cross, the recommendation for which I strongly support.

On 27 June 1944 the Commander of No.62 Base (Air Commodore A.D. Ross) added the following:

Pilot Officer Mann has shown himself to be a most courageous and determined operational pilot and capable of making instant decisions in an emergency. He has displayed a high standard of airmanship, devotion to duty and fine leadership, I recommend be recognized by the immediate award of the Distinguished Flying Cross.

The above award has a curious history, as revealed in DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600). On 29 May 1944, W/C E.C. Hamber recommended him for a DFC; the wording was identical to that of 20 June 1944, but in the earlier submission he was noted as having flown five sorties (23 hours). On this occasion the Officer Commanding, No.62 Base (Air Commodore A.D. Ross) did not agree, and on 3 June 1944 he wrote to the Air Officer Commanding, No.6 Group, as follows:

1. Enclosed herewith recommendation which has been submitted by RCAF Station Linton for an immediate award of the D.F.C. to the above-noted officer. I do not concur in this recommendation but recommend that P/O Mann be awarded a Special Commendation.
2. The main theme of this recommendation is the act of bringing the damaged aircraft back to this country, the damage not being caused by enemy action. Farther on investigating the matter I have found that P/O Mann was 30 degrees off the Bombing Heading laid down for this attack and consequently cannot be considered entirely free of blame for the collision in which he was involved. I consider therefore that this recommendation is contrary to the Commander-in-Chief's policy as set out in your 6G/S.978/P.1 dated 30th January 1944. However, as this officer displayed a high degree of skilful airmanship and determination in bringing his aircraft back to this country and effecting a safe landing under difficult conditions, I consider he merits a Special Commendation.

DHH file 181.009 D.4431 (Library and Archives Canada RG.24 Volume 20649) has a partial list of sorties as follows:

- 18 April 1944 - Noisy-le-Sec (5.00)
- 20 April 1944 - Cologne (4.55)
- 12 May 1944 - Louvain (4.20)
- 19 May 1944 - Franceville (4.40)

22 May 1944 - Le Mans (4.05)

On 7 June 1944 he had an unfortunate occurrence. He was airborne at 2250 hours to bomb the rail yards at Acheres. Shortly after crossing the French coast his aircraft was hit by flak. He turned out to sea to assess the damage. It was then discovered that four members of the crew had bailed out without instructions. Mann and his other crew members succeeded in bringing the aircraft back to the United Kingdom and effecting a safe landing at Bradwell Bay. Those who bailed out were R48505 D.S. Smith (navigator, POW), 1070752 Sergeant Stanley Gilder (flight engineer, killed), R107527 WO1 W.G. McClelland (WOP/AG, killed), and J28083 F/O J.K. White (air bomber, returned safely to United Kingdom).

RCAF Press Release No. 5388 dated 18 June 1944, transcribed by Huguette Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- P/O Lloyd Mann, Portage La Prairie, Thunderbird squadron skipper, had a lonely and shaky trip home from France recently. That he is able to tell the story is a tribute to his efficiency as a pilot.

The target was a railway yard close to Paris and P/O Mann never did get there. On route the intercom became Useless and the bomber was hit hard by flak, going into a wild spin and temporarily out of control. By the time Lloyd got his aircraft on an even keel and had a chance to look around, he only had his gunners for company. The rest of the crew had bailed out thinking the bomber was on a one-way street toward destruction.

Minus a wireless operator, flight-engineer, navigator and bomb-aimer, P/O Mann estimated his course for home, flew until he reached the English coast and brought his aircraft down at the nearest airfield. That doesn't sound too tough but the westerner came down on the runway with a full load of bombs aboard. He had been unable to jettison the explosives in the Channel as he was crossing a protected area, the "ditch" being full of invasion shipping.

The lads who came home with P/O Mann – Sergeant Doug Harkness, 400 Woodfield Road, East Toronto; Sergeant Merrill Burnett, Chelsea, Quebec, and Sergeant Hugh Galarneau, 741 Hounesfield Avenue, Woodstock, Ontario – said the situation didn't seem to phase the skipper. Must be the Portage La Prairie air !

* * * * *

MANN, P/O Lloyd Robertson (J15638) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 31 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO 232/43 dated 12 February 1943. Born in Moncton, New Brunswick, 1 June 1919; home in Truro, Nova Scotia. Trimmer and diamond driller for one year in a gold mine; service station attendant for two years. Enlisted in Halifax, 18 July 1940. To No.1 Manning Depot, 22 July 1940. To Trenton, 20 August 1940. To No.2 ITS, 31 August 1940; promoted LAC and posted to No.1 WS, 12 October 1940; to No.1 BGS, 16 February 1941; promoted Sergeant on graduation, 15 March 1941. To Embarkation Depot, 17 March 1941. Embarkation cancelled and sent to No.1 WS, 2 May 1941. To Embarkation Depot, 31 May 1941. To RAF, 18 June 1941. Taken on strength of No.3 PRC, 1 July 1941. To No.1 Signal School, 1 July 1941. To No.16 OTU, 6 September 1941. To No.420 Squadron, 13 February 1942. Commissioned 17 June 1942. To No.156 Squadron, 3 October 1942. Killed in action 21 December 1942 (Wellington BK386).

As wireless operator/air gunner, Pilot Officer Mann has displayed courage and efficiency of the highest order. On several occasions, by his technical skill, he has enabled his captain to fly a badly damaged aircraft safely to base. He has taken part in operations over the enemy's most heavily defended areas and his cheerfulness and devotion to duty under the most trying conditions have set a high example to his crew.

The website "Lost Bombers" has the following on his last sortie. Wellington BK386 of No.156 Squadron, target Munich, 21/22 December 1942. Airborne at 1655 hours, 21 December 1942 from Warboys. Crashed at Matignicourt-et- Goncourt (Marne), 4 km SE of Vitry-le-Francois, France. Crew were F/L S.J.Cybulski DFC, RCAF, F/L W.S.Crawford, RCAF, P/O H.T.Boyes, RCAF, F/O L.R.Mann DFC, RCAF, and F/O J.P.Sullivan RCAF (all killed).

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MANN, Sergeant William Frank (R197168, later J89718) - **Distinguished Flying Medal** - No.419 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 13 February 1922 in Brantford, Ontario; home there (labourer, Home Furniture). Enlisted London, Ontario, 21 October 1942 and granted Leave Without Pay until 16 December 1942 when posted to No.5 Manning Depot. To No.12 Aeronautical Inspection Detachment, 25 February 1943. To No.23 Pre-Aircrew Education Detachment, 18 April 1943. To No.1 Air Gunner Ground Training School, Quebec, 14 May 1943. Promoted LAC and posted to No.9 BGS, 10 July 1943; graduated 20 August 1943 and promoted Sergeant. To "Y" Depot, 3 September 1943. Embarked from Halifax, 13 September 1943. Disembarked in Britain, 19 September 1943. To No.22 OTU, 5 October 1943 (Wellingtons, 96 hours yen minutes). To No.61 Base, 25 February 1944. Attached Dalton Battle School, 26 February to 8 March 1944. Attached No,1664 Conversion Unit, 8 March to 10 April 1944 (Halifaxes, 40.35). To No.419 Squadron, 10 April 1944 (28.35 on Halifax aircraft, 244.15 on

Lancasters). Commissioned 28 August 1944 (J89718). Repatriated 27 November 1944. Promoted Flying Officer, 28 February 1945. To Mountain View, 28 March 1945. To Release Centre, 29 August 1945. Released 6 September 1945. Died 28 December 1992 in Scotland, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of April 1993. Medal presented 30 May 1947. Cited with Sergeant Paul Burton (RCAF, rear gunner, awarded DFM); see above for citation and Combat Report details. DHH file 181.009 D.1634 (Library and Archives Canada RG.24 Volume 20604) has recommendation drafted 26 June 1944 by W/C W.P. Pleasance when he had flown 16 sorties (78 hours 45 minutes):

This NCO has completed 16 operational sorties against the enemy. On a number of occasions his alertness and coolness has greatly contributed to the success of the operation and the safety of his crew.

On three occasions his aircraft has been attacked by enemy fighters and in each case his cool and concise directions to his pilot have undoubtedly saved the aircraft from damage. On the night of 7/8th June 1944, when attacking Acheres, the aircraft was attacked by a Ju.88 after leaving the target. Displaying great coolness, Sergeant Mann successfully directed his pilot in evasive action and at the same time opened fire on the attacker and successfully shot the enemy aircraft down in flames.

I consider that the coolness, high courage and skill shown by Sergeant Mann merits the immediate award of the DFC.

The sortie list was as follows; first four on Halifaxes; all thereafter on Lancasters:

18 April 1944 - Gardening Copenhagen (7.35)
20 April 1944 - Lens (4.55)
24 April 1944 - Laon (5.55)
27 April 1944 - Montzen (4.35)
10 May 1944 - Ghent (4.40)
11 May 1944 - Boulogne (4.20)
27 May 1944 - Bourge-Leopold (4.45)
5 June 1944 - Merville (5.15)
6 June 1944 - Coutance (5.05)
7 June 1944 - Achere (5.05)
12 June 1944 - Cambrai (4.50)
14 June 1944 - St. Pol (4.05)
15 June 1944 - Boulogne, daylight (4.40)

16 June 1944 - Sterkrade (4.50)
21 June 1944 - St. Martin l'Hortier (4.15)
23 June 1944 - Bientique (3.55)

DHH file 181.009 D.1634 (Library and Archives Canada RG.24 Volume 20604) has further recommendation drafted 9 August 1944 by W/C W.P. Pleasance when he had flown 27 sorties (138 hours five minutes). Text almost identical to above except mention of "27 operational sorties". The additional sorties were as follows:

24 June 1944 - Bamieres (4.10)
6 July 1944 - Siracourt, daylight (4.40)
9 July 1944 - Mont Candon (4.00)
15 July 1944 - Bois des Jardins (4.20)
18 July 1944 - Caen, daylight (4.30)
18 July 1944 - Wesseling (6.10)
20 July 1944 - Anderbelck, daylight (3.35)
24 July 1944 - Stuttgart (9.15)
25 July 1944 - Stuttgart (2.10, incomplete)
28 July 1944 - Hamburg (5.30)
3 August 1944 - Bois de Cassan, daylight (5.40)
5 August 1944 - St. Leu d'Esserent, daylight (5.20)

Notes: Application for Operational Badge dated 22 October 1944 stated he had flown 33 sorties (180 hours 35 minutes), 18 April to 25 September 1944.

Repatriation Form dated 15 November 1944 stated he had flown 33 sorties (199 hours 15 minutes operational), the last on 25 September 1944. Had also flown 210 hours 20 minutes non-operational. Hit by flak at Laon (ten holes), Siracourt (40 holes), and Dortmund (two holes). Destroyed a Ju.88 on Acheres target.

Training: Interviewed 6 January 1943 by P/O J.M. Stirling. "Most enthusiastic. Well motivated. Understands selection method. Brother in Army in Jamaica. Hard worker."

Courses taken at No.23 Pre-Aircrew Education Detachment (University of Toronto) were English (79 percent), Mathematics (61 percent) and Signals (80 percent)

Course at No.9 BGS was 12 July to 20 August 1943. Battle aircraft - flew 25 hours five minutes. Fired Vickers Gas Operated gun in air, Vickers Gas Operated and Browning guns on ground; encountered Bristol, Frazer-Nash and Boulton-Paul turrets on ground. Exposed three cine films. Fired 300 rounds air-to-ground, 3,625 rounds air-to-air (3.4 percent hits in air). Ground courses

in Guns, Pyrotechnics and Ammunition (184/200), Guns, practical (75/100), Sighting, written (212/250), Turrets, practical (142/200), Aircraft Recognition (139/150) and Signals (85/100). Placed 45th in a class of 105. "No difficulty in understanding, sufficient self-assurance. Can be depended upon but occasionally takes the lead."

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MANNING, P/O Ralph Viril (J15633) - **Mention in Despatches** - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born in Vancouver, 2 September 1916; have his home as there. Educated in Cranbrook Public School (1922-1929), Cranbrook High School (1929-1934, and University of British Columbia (1934-1937). Clerk and accountant. Wood Gundy, Toronto, 1934-1940. Enlisted in Toronto, 25 September 1940 and posted to No.2 Manning Depot, Brandon. To No.2 ITS, Regina, 14 October 1940. Promoted LAC, 4 November 1940 and posted that date to No.5 EFTS, Lethbridge; to No.3 SFTS, Calgary, 22 December 1940. Promoted Sergeant, 10 April 1941. To No.31 GRS, Charlottetown, 18 April 1941. To "Y" Depot, 13 July 1941. To RAF overseas, 7 August 1941. To No.5 Operational Training Unit, 12 September 1941. Promoted Flight Sergeant, 5 November 1941. To Torpedo Training Unit, 27 November 1941. To No.42 Squadron, 8 January 1942. Detached 12-16 February 1942 to No.10 Beam Approach Training Flight. With No.42 Squadron to Middle East, 5 September 1942. Commissioned 31 May 1942. Promoted Flying Officer, 30 November 1942. To India with No.42 Squadron, 9 November 1942. Attached to No.150 Wing, 16-27 January 1943 for army cooperation exercise with 21st Indian Division. Squadron converted to Bisley aircraft and he took part in bombing that supported first Wingate expedition. To No.217 Squadron, 1 May 1943. Promoted Flight Lieutenant, 31 July 1943. Attached 17 December 1943 to 15 January 1944 to Royal Navy Air Station, Colombo to instruct Fleet Air Arm pilots in twin engine aircraft. Promoted Squadron Leader, 29 April 1944. Embarked from Ceylon, 29 April 1944 as attending officer to Italian POWs. Arrived in Britain, 1 June 1944. Repatriated to Canada, 11 July 1944. To Western Air Command, 16 August 1944 but was detached, 27 August to 17 October 1944 to Senior Administrative Course, Trenton. . To Patricia Bay for service with No.122 Squadron, 20 October 1944. To No.3 Repair Depot, 27 November 1944. To No.8 Release Centre, Vancouver, to command, 1 January 1945. Promoted Acting Wing Commander, 1 May 1945. To Western Air Command Headquarters, 14 June 1946. To AFHQ, 26 September 1946 (Directorate of Selection and Manning). Reverted to Squadron Leader on taking permanent commission, 1 October 1946 (20034). To Institute of Aviation Medicine, Toronto, 6 August 1947 (personnel selection research). To RCAF Staff College, Toronto, 8 September 1949. To Instrument Flying School, Centralia, 8 July 1950. To No.435 Squadron, Edmonton, 3 September 1950. To Air Defence Command, St. Hubert, 17 March 1951. Promoted Wing Commander, 14 June 1951. To RCAF Staff College Directing Staff, 1 August 1953. To AFHQ Vice Chief of the Air Staff, (Plans), 2 August 1957. To RCAF Support Unit, NORAD Headquarters, Colorado Springs, 21 May 1958. To AFHQ, 14 August 1959 as Air

Historian; retired 2 September 1965. Deputy Director, Canadian War Museum, 1966-1982. Died in Ottawa 8 February 1994, aged 78. Medals with Canadian War Museum (AN 19680015-008) with other memorabilia. See Ralph Barker, **The Ship Busters** and Tom Coughlin, **The Dangerous Skies**. For his contributions to Canadian air museum development see http://www.rcaf-arc.forces.gc.ca/CFAWC/eLibrary/pubs/SiclturAdAstra-Vol1_e.pdf. RCAF photo PL-27221 (ex UK-10070 dated 28 April 1944) is captioned as follows: "Sitting on a pile of logs near his palm-leaf office, 'somewhere in Ceylon', S/L Ralph Manning, (J15633, of Vancouver and Toronto, was unaware that a few days later he was to be awarded the DFC. The 27-year old pilot, now a flight commander with the crack RAF Shark Squadron, was awarded the DFC for his brilliant record before coming to the Far East. He is officially credited with sinking a tanker in the Mediterranean which was on its way with supplies for Rommel during the African campaign. He also attacked and scored a probably hit on the cruiser **Prince Eugen**, after the Nazi warship had been damaged by a submarine off the southern coast of Norway. Land batteries broke the Squadron Leader's rudder controls [which] were shot away. As the aircraft was limping home it was contacted by three Jerry fighters and one of Ralph's gunners was knocked out in his turret from shock of cannon fire. Finally working past the range of endurance for the enemy machines, Squadron Leader Manning crash landed at base."

MANNING, F/L Ralph Viril (J15633) - **Distinguished Flying Cross** - No.217 Squadron - Award effective 29 February 1944 as per **London Gazette** dated 7 March 1944 and AFRO 766/44 dated 6 April 1944.

Flight Lieutenant Manning has taken part in several torpedo bomber attacks with good results. In April 1942 he participated in an attack on an enemy convoy in the Skagerak, and in May 1942 he was pilot of a formation of aircraft which penetrated the heavy defences around the "Prinz Eugen" off Norway and made a successful attack on the cruiser. On this occasion his aircraft sustained severe damage. In October 1942, Flight Lieutenant Manning destroyed an enemy tanker, which was of the utmost importance to the enemy. On a recent sortie he was forced to bring his aircraft down on to the sea. The dinghy failed to operate and Flight Lieutenant Manning gave great help and encouragement to his crew, two of whom were non-swimmers, while they were in shark-infested waters. He has at all times displayed exceptional valour and determination on operations.

Training: Interviewed in Toronto, 27 July 1940 by F/O J.M. MacDonald. "Excellent appearance. Has excellent moral, social and intellectual background. Clean, neat, alert, well organised. Recommend for commission."

Course at No.2 ITS was 14-31 October 1940. Mathematics (97/100), Armament, practical and oral (74/100), Visual Link (A), Drill (79/100), and Law and Discipline (68/100). Placed eleventh

in a class of 105. "Good background. Quiet but keen."

Course at No.5 EFTS was 5 November to 22 December 1940. Tiger Moth aircraft - 25.20 dual and 24.55 solo. Logged four hours in Link. "Forced landings are poor. Does not use very good judgement in general flying." (R.F. Gladstone, Chief Flying Instructor). Ground courses in Airmanship (160/200), Airframes (165/200), Engines (160/200), Signals (48/50), Theory of Flight (73/100), Air Navigation (165/200), and Armament, oral (175/200). Rated 150/200 in Qualities as NCO/Officer. Placed fifth in a class of 27. "Clean cut, possible officer material, with more experience. Conduct very good." (F/L R.F. Gladden)

Course at No.3 SFTS was 23 December 1940 to 10 April 1941. Anson aircraft - 28.50 day dual, 40.00 day solo, 4.15 night dual, 14.25 night solo. Logged 17 hours in Link. "Hesitant at times, average pilot." (F/L G.M. Nearnton). Ground courses in Airmanship (152/200), Armament, written (80/100), Armament, practical (86/100), Air Navigation (126/200) and Signals, (49/50). Placed 28th in a class of 57. "Suitable with more service experience. Somewhat lacking in self-assertiveness. Pleasing personality."

Course at No.31 GRS was 21 April to 11 July 1941. Anson aircraft - 52 hours 51 minutes on navigation training, "This NCO has put in some sound work on the course. A reliable navigator." Ground training in DR Navigation (324/400 written, 219/300 practical), Reconnaissance (166/200 written, 75/100 practical), Patrol and Search (141/200), Ship Recognition (173/200), Coding (82/100). DF/WT (96/100), Meteorology (157/200), Compasses (169/200), Maps and Charts (91/100), Phonography (67/100), Instruments (83/100) and Signals (Pass). "Average. A keen wicker who has produced satisfactory results." Also "A good NCI who will make a sound GR pilot."

Course at No.5 OTU was 13 September to 18 November 1941. Flew 10.20 day dual, 18.55 day as second pilot, 33.15 day as first pilot, 3.00 night dual, 8.00 night as first pilot, 4.19 in night crew training. On instruments 4.45 and spent 45 minutes in formation. Graded 50 percent in Armament, 63 percent in practical Signals, 80 percent in Navigation and 78 percent in Link. Dropped 18 bombs as pilot, 36 bombs with crew. Fired 500 rounds air-to-sea and 250 rounds on range. "Reliable and tries but almost failed Armament. Just missed being above average as a pilot." (W/C E.C. Kidd).

Course at Torpedo Training Unit was 27 November 1941 to 8 January 1942. Flew 2.20 as second pilot and 23.35 as first pilot. Made three runner drops as pilot by day and seven runner drops as bomb aimer by day. "An average pilot and NCO. Has determination." (W/C F.J. St. G. Braithwaite).

Application for Operational Wing: Submitted 22 December 1944.

With No.42 Squadron:

8 February 1942 - Beaufort - Torpedo attack, enemy convoy (4.00)
17 February 1942 - Beaufort - Torpedo attack, enemy convoy (6.20)
20 February 1942 - Beaufort - Torpedo attack, enemy convoy (5.00)
21 February 1942 - Beaufort - Torpedo attack, enemy naval forces (6.00)
23 February 1942 - Beaufort - Torpedo attack, enemy naval forces (4.05)
25 February 1942 - Beaufort - Torpedo attack, enemy motor vessel (4.15)
4 March 1942 - Beaufort - Torpedo attack, returned early, engine trouble (2.05)
1 April 1942 - Beaufort - Torpedo attack, enemy convoy (5.50)
3 May 1942 - Beaufort - Torpedo attack, enemy convoy (5.15)
4 May 1942 - Beaufort - Air Sea Rescue (3.20, dinghy)
6 May 1942 - Beaufort - Torpedo attack, enemy naval forces (5.35)
17 May 1942 - Beaufort - Torpedo attack, enemy naval forces (4.50)
18 August 1942 - Beaufort - anti-submarine, unladen (7.10)
19 August 1942 - Beaufort - anti-submarine, unladen (7.15, Malta)
20 August 1942 - Beaufort - anti-submarine, unladen (6.55, Middle East)
25 October 1942 - Beaufort - Torpedo attack, enemy motor vessel, Middle East (5.00)
26 October 1942 - Beaufort - Torpedo attack, enemy convoy, Middle East (5.30)
12 November 1942 - Beaufort - anti-submarine, unladen (5.40, Persian Gulf)
12 November 1942 - Beaufort - anti-submarine, unladen (4.30, Persian Gulf)
21 March 1943 - Bisley - low level bombing, Bongtayng Rail Station, Burma (2.45)
29 March 1943 - Bisley - low level bombing, Thayekton, Burma (3.15)
2 April 1943 - Bisley - low level bombing, Khamvalu Rail Station, Burma (2.55)

With No.217 Squadron

10 June 1943 - Beaufort - anti-submarine (5.45 with depth charges, Ceylon)
12 June 1943 - Beaufort - Air/Sea Rescue (6.55, dingy, Ceylon)
20 June 1943 - Beaufort - anti-submarine with depth charges (1.05, ditched, Ceylon)
19 July 1943 - Beaufort - anti-submarine with depth charges (5.35, Ceylon)
27 August 1943 - Beaufort - Air/Sea Rescue (3.55, dinghy, Ceylon)
22 October 1943 - Beaufort - anti-submarine with depth charges (3.20, India)
24 October 1943 - Beaufort - anti-submarine with depth charges (5.00, India)
25 October 1943 - Beaufort - anti-submarine with depth charges (2.15, India)
23 November 1943 - Beaufort - anti-submarine with depth charges (3.20, India)
23 November 1943 - Beaufort - anti-submarine with depth charges (3.45, India)
5 December 1943 - Beaufort - anti-submarine with depth charges (4.05, India)
5 December 1943 - Beaufort - anti-submarine with depth charges (2.40, Ceylon)

1 February 1944 - Beaufort - anti-submarine with depth charges (5.55, Ceylon)
11 February 1944 - Beaufort - anti-submarine with depth charges (5.35, Ceylon)
31 March 1944 - Beaufort - anti-submarine with depth charges (5.50, Ceylon)
2 April 1944 - Beaufort - anti-submarine with depth charges (5.00, Ceylon)

With this listing he noted, "Operational tours on Beaufort Torpedo Bombers in the RAF were not defined, or varied from Command to Command. India Command, which included Ceylon, defined a tour for this type of aircraft as being one year on a squadron, irrespective of hours flown or operations in another command. Eighteen months of my tour was spent on such a squadron in India Command, extension to my tour being granted by the AOC 222 Group."

Selected Assessments: "Was accepted into this unit on conversion to Beauforts as an ex-Beaufort pilot of exceptional merit and ability. At the start, his work was of a high standard and he was promoted to fill a flight commander vacancy. After this time, although all duties were carried out efficiently, the enthusiasm he had first shown was definitely lacking and a disinclination to exert himself was shown. This was considered by his then CO to be due to a long period of inaction following on intensive activity in the UK, Middle East and Burma, and my own opinion is that his former enthusiasm, ability and zeal will return when he is given a fresh start in another theatre of operations." (W/C T. Child, No.217 Squadron, 26 May 1944; he had flown 728 hours, 87 in previous six months).

RCAF Press Release (Asia) No.29 dated 7 April 1944 from "Dumsday", transcribed by Huguette Oates, reads:

SOMEWHERE IN CEYLON: -- A tanker carrying valuable supplies to Rommel during the African campaign never reached its goal – it sank in the Mediterranean, victim of torpedoes from an aircraft flown by a former Canadian bond clerk, S/L Ralph Manning, J15633, of 4263-10th Avenue West, Vancouver, B.C. and Toronto (Wood-Gundy Ltd.) For this attack and other brilliant work, the 27-year-old pilot, now "Somewhere in Ceylon", has just been awarded the Distinguished Flying Cross.

The crack RAF Shark Squadron of which Ralph is a flight commander, staged a big "do" in the mess the night word came through about his "gong" and chief celebrants were other Canadians in the bomber unit. S/L Manning, who worked in a Toronto bond house for three years before enlisting in the Royal Canadian Air Force, has been with his present bomber squadron less than a year and only recently took over as flight commander. He is well into his second year of operations in the Far East.

"We were patrolling the Med. when we saw a tanker sailing in convoy with two

merchant vessels and a destroyer,” said Ralph, as he sat on a pile of logs outside his palm-straw office in a Ceylonese jungle camp to tell of his successful attack, officially confirmed. “There was plenty of flak as we went in for the attack but we were able to drive our torpedoes home and the tanker soon floundered. We kept clear of the flak but, before we reached home, some Jerry fighters holed us a bit.”

The tanker sinking was not the only achievement which now entitles S/L Manning to tack DFC after his name. Once when the battle cruiser, Prince Eugen, was sailing back to Germany after being damaged by a submarine, Ralph’s squadron made an attack off the southern coast of Norway. He is believed to have scored a “probable hit” on the Nazi warship. “Our chief worry was land batteries which messed us up pretty badly,” said S/L Manning. “Our rudder control was broken, forcing the rudder to one side and our trimming controls were shot away. As we were limping home, we were picked up by three Jerry fighters and, as their canon fire hit our aircraft, one of our gunners was knocked cold in his turret from the shock. Finally, we got past their range of endurance and crash-landed at base”.

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MANNIX, F/O John Bompas (J19153) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 22 October 1923; home in Meota, Saskatchewan (farm labourer); enlisted in Regina, 16 March 1942 and posted to No.2 Manning Depot. To No.3 BGS (non-flying duties), 8 May 1942. To No.7 ITS, 6 June 1942. Promoted LAC, 31 July 1942. To No.3 BGS, 29 August 1942; promoted Sergeant, 20 November 1942; to “Y” Depot, 4 December 1942; to RAF overseas, 10 December 1942. Promoted Flight Sergeant, 20 May 1945. Commissioned 4 October 1943. Promoted Flying Officer, 8 April 1944. Repatriated 9 July 1945. Released 15 September 1945. Medal presented 18 June 1949. 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 18 May 1945 when he had flown two tours - 25 May 1943 to 22 February 1944 (25 sorties, 160 hours 45 minutes) and 6 December 1944 to 22 April 1945 (19 sorties, 127 hours).

Flying Officer Mannix, as air gunner, has completed his second tour of operations. His first tour consisted of twenty-five trips and his second of nineteen, both tours including many sorties to the more heavily defended areas of Germany such as Berlin, Leipzig, Hamburg and Bremen. His displayed

fearlessness, coolness and outstanding devotion to duty throughout and has been an inspiration to the team work and efficiency of his crew. His captain has the highest praise for this officer's skill and courage in the face of the enemy. His co-operation has been of great help to the Gunnery Leader and the leading example he has set to the other air gunners is most praiseworthy.

The sortie list was as follows:

First Tour

25 May 1943 - Dusseldorf (5.00)
27 May 1943 - Essen (4.55)
11 June 1943 - Dusseldorf (5.05)
12 June 1943 - Bochum (4.50)
25 June 1943 - Gelsenkirchen (5.10)
3 July 1943 - Cologne (6.00)
9 July 1943 - Gelsenkirchen (6.55)
15 July 1943 - Mont Heliard (8.05)
27 July 1943 - Hamburg (5.30)
29 July 1943 - Hamburg (5.25)
2 August 1943 - Hamburg (5.20)
10 August 1943 - Nuremberg (8.20)
17 August 1943 - Peenemunde (8.10)
23 August 1943 - Berlin (8.20)
6 September 1943 - Munich (9.10)
22 September 1943 - Hanover (6.40)
29 September 1943 - Bochum (5.00)
4 October 1943 - Frankfurt (7.45)
3 November 1943 - Dusseldorf (5.40)
18 November 1943 - Leverkusen (5.45)
20 December 1943 - Frankfurt (6.25)
21 January 1944 - Magdeburg (7.05)
28 January 1944 - Berlin (8.40)
14 February 1944 - Leipzig (8.15)
22 February 1944 - Gardening (3.15)

Second Tour

6 December 1944 - Osnabruck (6.15)
18 December 1944 - Duisburg (6.15)
28 December 1944 - Opladen (5.40)

30 December 1944 - Cologne (5.55)
2 January 1945 - Ludwigshaven (6.50)
6 January 1945 - Hanau (7.10)
1 February 1945 - Mainz (7.20)
4 February 1945 - Osterfeld (6.00)
13 February 1945 - Bohlen (8.00)
8 March 1945 - Hamburg (6.00)
9 March 1945 - Gardening, Oslo (7.40)
11 March 1945 - Essen (6.20)
13 March 1945 - Wuppertal (5.45)
14 March 1945 - Zweibrucken (7.05)
15 March 1945 - Castrop Rauxel (6.05)
31 March 1945 - Hamburg (5.55)
4 April 1945 - Merseburg (9.20)
10 April 1945 - Leipzig (8.10)
22 April 1945 - Bremen (5.15)

RCAF Press Release No. 4545 dated 2 April 1944 from John Badger reads:

WITH RCAF BOMBER GROUP OVERSEAS: The two-gun adventurers of the Old West no longer ride the dusty trails of those parts, but nowadays winged sons of the West out-shoot the legendary feats of those pistol-packing pioneers almost nightly.

These young men pack four machine-guns instead of the traditional pair of six-shooters. The trails they ride stretch across eastward skies to the Continent, instead of across westward plains away from it. They come through far deadlier duels than the old heroes fought, and they do it to guard not stage-coach gold but a more precious cargo – the bombs that help destroy the most formidable villain of all time – Nazism.

One such air-gunner is 20-year-old Pilot Officer John B. Mannix of Meota, Saskatchewan. John B. is only a boy but he had his wing at 18, has flown a tour of operations and is now instructing at a heavy bomber conversion unit of this Group. He flew his tour behind the tail turret guns of a four-motored RAF Halifax.

The aircraft was on its dark way to the Nazi shrine-city of Nuremburg one night when searchlights wig-wagged their ghostly fingers together on it. The cold glare held it while an Me109 night-fighter raced in from astern, its guns spurting

flame. Cannon-shells burst along the underside of the Halifax, stripping the long bomb doors off. A little deflection in the pilot's aim would have sent them into the huge bombs! Holes appeared in the giant fin and rudder, not far from John B.'s perspex-panelled nook. Then the Westerner began firing. His strikes appeared distinctly on the night-fighter. It was within a hundred yards of its lumbering prey when it peeled off, having apparently had enough. The RAF mid-upper gunner was firing too by that time. An Me210 followed the 109 with another attack, had even less luck. The Halifax thundered irresistibly on to the target area and dumped its bombs where they belonged.

Going in over Dusseldorf another night, a fighter attacked from the starboard quarter. It was hard to see but John B. directed his captain in evasive action as best he could, while he and the Nazi aircraft exchanged fire. He's not sure if he hit the attacker, but the bomber received hits in the starboard wing. The shooting part of the engagement didn't last long. The RAF skipper put the Halifax in a spin. The heavy aircraft screamed about 7,500 feet downward before it could be righted. John B. banged around inside his turret like a loose pea in a pod. Once it was straightened away, the Halifax again went on to bomb its target successfully.

John B. is looking forward to his 21st birthday, says he wants to be a man.

Application for Bar to Operational Wing dated 23 April 1945 states he had flown 19 sorties (127 hours), 6 December 1944 to 22 April 1945.

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MANSFIELD, P/O Richard Gerard (J85770) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 9 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 23 March 1917 in Toronto; home in Ottawa. Educated at Corpus Christi Separate School, 1923-1931, St. Patrick's College, 1931-1933, and Glebe Collegiate, 1933-1934. Clerk for F. O'Hearn, 1935-1937; timekeeper for CNR, 1937-1938; supervisor for Smith Nemo, Hull, 1938-1941. Enlisted in Ottawa, 30 April 1942. To No.5 Manning Depot, Lachine, 30 April 1942. To No.4 Manning Depot, Quebec, 11 June 1942. Returned to No.5 Manning Depot, 31 July 1942. To No.3 ITS, Victoriaville, 29 August 1942; promoted LAC, 24 October 1942); to No.11 EFTS, Cap de la Madeleine, 21 November 1942; to No.13 SFTS, St. Hubert, 23 January 1943; graduated and promoted Sergeant, 11 June 1943. To No.1 GRS, Summerside, 25 June 1943. To "Y" Depot, 11 September 1943; to RAF overseas, 12 September 1943. Disembarked in Britain, 19 September 1943 and taken on strength of No.3 PRC. To No.19 (P) AFU, 19 October 1943. To No.22 OTU, 25 January 1944. Commissioned 1 April 1944. To No.61 Base, 27 April

1944. Attached to No.1659 HCU, 12 May to 19 June 1944. To No.432 Squadron, 9 June 1944. To No.419 Squadron, 16 June 1944. Promoted Flying Officer, 1 October 1944. Killed in flying accident, 24 November 1944 (Lancaster KB875); buried in United Kingdom. Medal presented by Governor General to next-of-kin, 2 December 1946.

Pilot Officer Mansfield has participated in many attacks on various enemy targets and has displayed a fine fighting spirit and great keenness. On a recent occasion he captained an aircraft detailed to attack Duisburg. During the operation the aircraft was hit by fire from the ground defences and the mid-upper gunner was badly wounded. Nevertheless, Pilot Officer Mansfield completed a successful attack and flew the aircraft to an airfield near the English coast where he effected a landing so that his wounded crew member could be taken off for medical attention. Pilot Officer Mansfield then took off again and flew the aircraft to base. This officer is a most able and inspiring captain whose example has been well reflected in the high standard of efficiency of his crew.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has original recommendation by W/C D.C. Hagerman drafted 31 October 1944 when he had flown 21 sorties (116 hours 20 minutes).

Pilot Officer Mansfield has taken part in 21 day and night attacks on the enemy, during the course of which his enthusiasm and devotion to duty have been amply demonstrated.

On the 29th August, when attacking Stettin, his aircraft was hit on the port outer engine by an explosive incendiary bomb dropped by one of our own aircraft. This bomb penetrated the engine nacelle and exploded, setting the engine on fire.

Pilot Officer Mansfield calmly feathered the engine, extinguishing the fire and, through excellent airmanship and ability, brought his aircraft safely back to base.

On the 14th October, when detailed to attack Duisburg by daylight, his aircraft was badly hit by predicted flak and his Mid-Upper Gunner badly wounded. Despite this Pilot Officer Mansfield carried on and completed a successful attack, returning to an emergency airfield in the south of England where he left his wounded Gunner, thereafter returning to Base to take off on the same night to again attack Duisburg.

I consider the efficient captaincy, high morale and enthusiasm to operate shown by this officer fully merits the immediate award of the DFC.

The sortie list was as follows:

23 June 1944 - Bientiques (4.35)
8 August 1944 - La Pallice (6.55)
15 August 1944 - Bremen (5.15)
25 August 1944 - Russelheim (9.20)
29 August 1944 - Stettin (9.15)
12 September 1944 - Dortmund (5.50, day)
14 September 1944 - Wilhelmshaven (3.40, day, recalled)
15 September 1944 - Kiel (5.40)
17 September 1944 - Boulogne (4.05, day)
18 September 1944 - Domburg (5.00, day)
19 September 1944 - Domburg (2.00, day, duty not carried out)
20 September 1944 - Pas de Calais (3.35, day)
25 September 1944 - Pas de Calais (5.35, day)
26 September 1944 - Pas de Calais (4.45, day)
27 September 1944 - Bottrop (6.00, day)
28 September 1944 - Cap Gris Nez (4.00, day)
4 October 1944 - Bergen (5.55, day)
6 October 1944 - Dortmund (6.25)
14 October 1944 - Duisburg (3.30, day)
14 October 1944 - Duisburg (3.15)
15 October 1944 - Wilhelmshaven (4.55)
19 October 1944 - Stuttgart (6.50)

The course at No.19 (P) AFU lasted 19 October 1943 to 11 January 1944. He flew Oxford aircraft (36 hours five minutes day dual, 64 hours 30 minutes day solo, taking 8.05 dual before solo plus 8.50 night dual, 18.55 night solo and requiring one hour night dual before going night solo. He also logged 13.30 in Link. Assesses as "An average pilot, who flies carefully and well. His judgement could be better, however, and he seems a little slow to grasp things. Aircraft handling quite good, and should become a useful pilot when he has gained more experience."

The course at No.22 OTU lasted from 27 January to 12 April 1944. He flew Wellingtons (7.25 day dual to day solo, 8.45 day dual, 9.15 at controls with a captain by day and 31.30 at controls without a captain by day; 5.20 night dual to night solo, 6.50 night dual in all, 5.30 at controls by night with a captain, 30.05 at controls by night without a captain); flew 27.30 on instruments and 17.30 on Link. He took part in no "Nickel" raids, but flew one "Bullseye" exercise and three fighter affiliations. Ground subjects were Airmanship (225 out of 300), Armament (258 out of 300), Meteorology (44 out of 100), Navigation (180 out of 200) and Signals (76 out of 100),

rating 78.3 % in ground training. Flying Tests were as follows: General Flying (200 out of 400), Applied Flying (105 out of 200), Instrument Flying (120 out of 250), Night Flying (50 out of 100), and Link (24 out of 50), giving an average of 49.9 percent. Assessed as follows: "Has completed general reconnaissance course. Exceedingly keen, smart and efficient, but does not take quickly to new type of aircraft. Possibly his small stature made Wellington aircraft difficult in early stages, but he is quite OK now. Very fine captain who stands no nonsense from his crew. Specially recommended for commission." The reference to his "small stature" is interesting - as of enlistment he was five feet six inches tall and weighed 115 pounds.

Involved in an accident, 0030 hours, 25 June 1944, Lancaster KB707. While landing he glided in too fast and neglected to lower his flaps. Aircraft ran off runway and was damaged, Category AC. Assesses as "Finger trouble on pilot's and Engineer's part. Recommend log books of both be endorsed."

Lancaster KB785 was airborne at 1420 hours, 24 November 1944 for night flying training. It crashed at 1823 hours near Bradbury, County Durham, killing all aboard. Aircraft had completed cross-country part of the flight and at 1812 hours was directed to Bradbury Bombing Range on bombing detail. Evidence was subsequently produced that the aircraft was on fire before the crash and may have had an explosion just as it arrived at the bombing range. Witnesses at the inquiry did not agree, but it appeared that he had applied hot air to engines while climbing through cloud to bombing height, then had inadvertently selected fuel jettison instead of cold air (both sets of levers operated in the same direction). However, the fuel jettison system did not work properly, and instead of dumping fuel **outside** the aircraft it allowed gasoline to flow into the rear of the main plane and possibly the fuselage. Whether or not there was fire, the pilot lost control close to Bradbury Village and passed over Sedgefield Railway Station at 400 feet, crashing 300 yards east of the railway station. The engines were buried, the fuselage thrown 600 yards, the petrol tanks exploded, and the wreckage burned for ten minutes. Besides its RCAF there was one member of the RAF aboard (1812280 Sergeant D.G. Newland, Flight Engineer). The court of inquiry noted, "The Lancaster fuel jettison system has been made inoperative in all aircraft in this Group until a satisfactory modification is received."

At the time of the crash, Pilot Officer Mansfield had logged solo 179 hours 40 minutes on Lancasters (plus one hour 45 minutes of dual instruction) and 478 hours 20 minutes solo on all types, including 41 hours 40 minutes on Halifax II aircraft. He had flown 27 sorties (152 hours 45 minutes).

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MANSON, FS Alexander (R72137) - **Mention in Despatches** - No.419 Squadron (AFRO gives unit

as No.64 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 9 November 1911. Home in Valley Centre, Saskatchewan. Enlisted in Toronto, 11 September 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 18 October 1940. Promoted AC1, 1 March 1941. To No.3 Repair Depot, 30 April 1941. Promoted LAC, 1 May 1941. Promoted Corporal, 1 December 1941. To "Y" Depot, 2 January 1942. To RAF overseas, 7 January 1942. Repatriated 23 April 1945. Retired 9 June 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation for an MiD dated 14 July 1944 submitted by W/C W.P. Pleasance, CO of No.419 Squadron. Had served 16 months in Canada, 30 months in England. NCO in charge of "B" Flight.

Flight Sergeant Manson was posted to this squadron as a Corporal on 30th January 1942, was promoted to Sergeant on 1st December 1943, and again promoted to Flight Sergeant in charge of "B" Flight on 1st March 1944. At all times he has shown an aggressive initiative in his duties and his energy and resourcefulness have contributed to a large measure to the high state of efficiency of the ground personnel of his flight.

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MANSON, Corporal Donald Miller Ferguson (R131451) - **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 16 March 1912 in Glasgow, Scotland (published in **War Service Records, 1939-1945**, Canadian Bank of Commerce, 1947). Educated there. Entered Canadian Bank of Commerce service, November 1929. Enlisted in Hamilton, 17 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 Radio School, 25 March 1942. To No.31 Personnel Depot, 10 May 1942. To RAF overseas, 2 June 1942. Promoted Corporal, 1 April 1943. Served with No.78 Squadron and, from April to September 1945, with Radar Development Unit, Bomber Command Headquarters. Repatriated 5 September 1945. Released 24 October 1945, returning to bank duties. See **War Service Records, 1939-1945** (Canadian Bank of Commerce, 1947). No citation in AFRO.

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MANSON, WO James St.Clair (R148965, later J89794) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September and AFRO 2373/44 dated 3 November 1944. Born in Hamilton, Ontario, 17 September 1920; home in Toronto; enlisted Toronto 16 January 1942. To No.6 ITS, 23 May 1942; graduated and promoted LAC on 31 July 1942 when posted to No.1 BGS; to No.9 AOS, 10 October 1942; graduated and promoted Sergeant, 4 December 1942. To "Y" Depot, 27 December 1942. To

RAF Trainee Pool, 4 January 1943. Promoted Flight Sergeant, 4 June 1943. Commissioned 9 September 1944. Repatriated 28 December 1944. To Station Mountain View, 7 February 1945. To Release Centre, 20 March 1945. Released 26 March 1945. Medal sent by registered mail 16 November 1948.

As air bomber this warrant officer has completed a tour of operational duty. He has consistently displayed keenness and enthusiasm and set a fine example by his gallantry, skill and devotion to duty. On one occasion he was detailed for an attack against Mannheim. Whilst over the target area his aircraft was illuminated by searchlights and engaged by enemy night fighters. During the ensuing air combat a Focke Wulfe 190 was shot down and another enemy aircraft damaged.

NOTE: Public Records Office Air 2/9276 has recommendation dated 14 June 1944 when he had flown 28 sorties (164 hours 26 minutes) which gives much more detail:

1 Sept 1943 - Munich (9.45)
22 Sept 1943 - Hanover (5.55)
27 Sept 1943 - Mannheim (6.20)
3 October 1943 - Kassel (7.10)
4 October 1943 - Frankfurt (4.40, DNCO)
8 October 1943 - Hanover (5.40)
20 December 1943 - Leipzig (6.40)
29 December 1943 - Berlin (7.00)
20 January 1944 - Berlin (7.32)
2 February 1944 - GARDENING (8.12)
4 February 1944 - GARDENING (7.16)
2 March 1944 - Meulan (5.17)
6 March 1944 - Trappes (4.52)
22 March 1944 - Frankfurt (5.50)
24 March 1944 - Berlin (7.25)
26 March 1944 - Essen (4.51)
30 March 1944 - Nuremburg (8.02)
9 April 1944 - Lille (4.21)
10 April 1944 - Tergnier (4.55)
11 April 1944 - GARDENING (5.10)
20 April 1944 - Ottignies (3.52)
22 April 1944 - Dusseldorf (4.49)
23 April 1944 - GARDENING (6.00)
24 April 1944 - Karlsruhe (6.37)

26 April 1944 - Essen (4.48)
27 April 1944 - Aulnoye (3.50)
1 May 1944 - Malines (3.33)
19 May 1944 - GARDENING (4.58)
22 May 1944 - GARDENING (1.08, DNCO)
23 May 1944 - GARDENING (3.38)

Warrant Officer Manson was posted to No.10 Squadron in August 1943 and after completing 28 sorties comprising 164 operational hours has been screened and posted for instructional duties.

Warrant Officer Manson was the Air Bomber of a particularly successful crew and although his aircraft has been attacked by enemy night fighters and damaged by flak he has operated with great coolness, skill and determination.

This Canadian Warrant Officer was the Air Bomber of a Halifax aircraft detailed to attack Mannheim. Whilst over the target the aircraft was coned by searchlights and immediately engaged by night fighters. During the engagement a FW.190 was shot down and claimed as destroyed, while another was claimed as damaged.

He has obtained good photographs of the target areas, several showing intense fire tracks. Warrant Officer Manson has always remained cool during runs up to the target and in cases of stress whilst over the target.

Warrant Officer Manson has now completed a very successful tour of operations and it is strongly recommended that his gallantry, skill and strong devotion to duty be recognized by the award of the Distinguished Flying Cross.

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MANSON, F/L Russell Herbert (J16078) - **Air Force Cross** - No.2 FIS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in St.Boniface, Manitoba, 8 February 1921 (RCAF press release announcing award); educated in Norwood, Manitoba. Worked for Commercial Insurance Agency, Winnipeg. enlisted there 19 October 1940. Trained at No.2 ITS (graduated 4 February 1941), No.14 EFTS (graduated 10 April 1941) and No.33 SFTS (graduated 2 July 1941). Medal presented 8 November 1945. Served in postwar RCAF (service number 19824); postings included exchange with USAF in Texas, command of No.115 Air Transport Unit (Sinai) and staff of AFHQ. Retired 1975. Died in Victoria, 24 April 2017. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier

7) has citation. When recommended he had flown 1,200 hours, 700 as instructor, 400 in previous six months.

Since returning from operations overseas, this officer, in nine months, has completed seven hundred hours of instruction. His zeal and energy, combined with his methodical and painstaking efforts to incorporate useful operational information in his air instruction, have served to instil confidence and vital knowledge in all his pupils. He has provided an outstanding example to both instructors and pupils alike. The devotion to duty displayed by this officer has been exceptional.

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MANWARING, F/L Arthur Henry (J11840) - **Commended for Valuable Services** - Station Dorval - Award effective 7 September 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 8 April 1918. Home in Toronto; enlisted there 7 March 1941 and granted Leave Without Pay. To No.1 Manning Depot, 22 June 1941. To No.1 SFTS (non-flying duty), 3 August 1941. To No.1 WS, 8 November 1941. Promoted LAC, 9 December 1941. To No.1 BGS, 25 April 1942; graduated and commissioned 25 May 1942. To No.31 OTU, 13 June 1942. To RAF Ferry Command, 30 June 1942. Eventually went overseas with a delivery flight. Promoted Flying Officer, 23 November 1942. Promoted Flight Lieutenant, 23 May 1944. Repatriated to Canada, 5 August 1945. Released 6 December 1945. No citation in Canadian sources. Public Records Office Air 2/9117 has recommendation drafted when he had flown uncertain total hours, 570 hours on transport or ferry operations and six hours in previous six months.

This officer is employed as radio navigator/wireless air gunner. He is an extremely able operator and a co-operative crew member. As navigator he has shown great skill and his services have been in much demand by both service and civilian captains engaged on Boston and Mosquito aircraft delivery flights. Owing to a flying accident from which he is now recuperating in hospital, this officer was only able to complete six hours flying within the past six months.

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MARA, F/L Neil Duncan (J16120) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 16 February 1945 as per **London Gazette** of that date and AFRO 563/45 dated 29 March 1945. Born 17 April 1921 in Toronto; home there (book keeping); enlisted there 7 September 1940 and posted to No.1 Manning Depot. To No.1 Equipment Depot, 7 October 1940. To No.1 ITS, 11 December 1941. Promoted LAC, 15 January 1941. To No.7 EFTS, Windsor, 16 January 1941; to No.1 Manning Depot, 16 March 1941; to No.2 SFTS, Uplands, 8 April 1941; graduated and promoted Sergeant, 21 June 1941. To Halifax, 23 June 1941. To RAF overseas, 5 July 1941. Taken on strength in Britain, 27 July 1941. To No.53 OTU, 3 August 1941. To No.411 Squadron, 23 September 1941. To Central Flying School, Upavon, 28 February 1942. To No.17 (P) AFU,

29 April 1942 Commissioned 29 October 1942. To No.21 (P) AFU, 25 January 1944. To No.24 OTU, 2 May 1944. To No.61 Base, 26 July 1944. Attached to No.1661 HCU, 26 July to 8 September 1944. To No.433 Squadron, 8 September 1944. Killed in action, 4 February 1945 (Lancaster PA219, "M" which collided with KB787 of No.419 Squadron); widow in UK; buried in Britain. He had completed 22 sorties (128 hours 55 minutes). His brother, Flight Sergeant Stanley Mara (Air Gunner) was killed in action on 15 October 1944 (Halifax HZ434, No.431 Squadron). RCAF photo PL-2915 shows Torontonians graduating from No.2 SFTS - G.H. Bayly, D.J. Sinclair, T.R.C. Adams, R.W. Gardiner, N.D. Mara, N.S. Baldwin, T.W. Gain, S.W. Pearce, D.A. Court, H.V. Thompson, W.B. Randall, J.A. Long.

One night in December 1944, this officer was the pilot of an aircraft detailed to attack Osnabruck. Before reaching the target, trouble was experienced with the port outer engine which began to misfire, followed by a large flame from the exhaust. The throttle control kept jumping back to the closed position. Despite this, Flight Lieutenant Mara went on to the target. Whilst on the bombing run, flames once again shot out from the exhaust. Nevertheless, this pilot continued his run and the bombs were released. At this point, two enemy aircraft attempted to close in. Flight Lieutenant Mara evaded them and course was set for home. Soon after crossing the enemy coast, the hydraulic system became unserviceable. The bomb doors fell open and the tail wheel dropped to the down position. Despite this, Flight Lieutenant Mara, when he reached an airfield, effected a safe landing. This officer displayed great skill and coolness in difficult circumstances.

NOTE: Public Record Office Air 2/9044 has recommendation drafted by W/C G.A. Tambling, Commanding Officer, No.433 Squadron, 27 December 1944 when he had flown 18 sorties (101 hours 40 minute).

On the night of December 6th/7th, 1944, this officer was captain of an aircraft detailed to attack the German city of Osnabruck. Just after crossing the French coast en route to the target, the port outer engine commenced to misfire followed by large flame from the exhaust, and the throttle control kept jumping back to the closed position. In spite of the trouble with this engine he pressed home his attack. Whilst on his bombing run flames appeared once again, but nevertheless he carried on and bombs were accurately dropped. At this point two night fighters were seen positioning themselves. During the ensuing attack, evasive action was taken and the aircraft was eventually forced down to 1,000 feet. Flight Lieutenant Mara then feathered the port outer engine and proceeded home at this level. Upon crossing the Dutch coast the hydraulic system went unserviceable, the bomb doors falling open and the tail wheel dropping. Despite these setbacks this officer managed to effect a safe landing at a diversionary base.

In my opinion this officer's display of exceptional skill and coolness plus his spirit of determination to achieve his objective fully merits the immediate award of the Distinguished Flying Cross.

On 31 May 1943 (1700 hours), flying aircraft test and instructor's instrument flying on Master II DL351, with Sergeant H.J. Studley (RAF), he climbed to 5,000 feet and found all instruments reading normal. He carried out three slow rolls, each time cutting the throttle while in the inverted position. All remained normal until the fourth roll when the engine cut. He pumped the undercarriage down and executed a forced landing on Wrexham airfield without further damage to the aircraft. Carburettor had malfunctioned. S/L R.V.W. Kettlewell described it as "a very commendable forced landing." At the time he had 850 hours on all types, 520 hours on Masters.

The following is an excerpt from the letter sent to his widow on 8 February 1945 by W/C G.A. Tambling:

Neil had proven himself to be a great asset to the entire squadron in many capacities. His skilful pilotage and fine captaincy was an inspiration not only to his crew, but the whole squadron, and the manner in which he carried out his additional duties as Assistant Deputy Flight Commander and Air Sea Rescue Officer for the squadron was most impressive. During the six months that Neil had been at this unit, he made a host of friends and his absence is indeed felt by his comrades. His operational sorties were comprised of 22 trips totalling 128.55 operational hours, and the manner in which he carried out this phase of his work was amply indicated recently by the immediate award of the Distinguished Flying Cross.

The website "Lost Bombers" added the following to accounts of his final sortie. Lancaster PA219, No.433 Squadron (BM-M), target Bonn, 4/5 February 1945. PA219 was delivered to No.433 Squadron on 6 January 1945. No major operations previous to loss. Airborne at 1734 hours, 4 February 1945 from Skipton-on-Swale. Outbound, and flying in cloud, collided with a Lancaster from No.419 Squadron. Both aircraft crashed south of Vielsalm (Luxembourg) in the Belgian Ardennes. Airmen from the RAF Regiment assisted in the recovery of the fourteen who were killed and later marked their temporary graves with crosses. They have been subsequently re-interred in Hotton War Cemetery. Three of the five married RCAF officers had married English girls. Crew were F/L H.D.Mara, DFC, RCAF; F/O C.H.Howard, RCAF (second pilot killed); Sergeant L.J.Sims (killed); F/O W.L.Melbourne, RCAF (killed); F/O A.J.Tyrrell, RCAF (killed); P/O N.A.Hurst, RCAF (killed); WO2 B.T.Sheeran, RCAF (killed); P/O W.G.Whitton, RCAF.

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MARANI, G/C Ferdinand Herbert, VD (C4739) - **Officer, 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 in Vancouver, 8 August 1893 as per RCAF Press Release reporting award. Educated at Ridley College and University of Toronto. Architect. Enlisted in Toronto, 26 February 1940. Posted to No.1 Training Command Headquarters, 4 March 1941. Promoted Wing Commander, 1 May 1941. Promoted Group Captain, 1 November 1942. To No.3 Training Command Headquarters, 28 November 1943. To No.1 Air Command Headquarters, 15 January 1944. Medal presented 27 January 1944. To Release Centre, 31 August 1945; retired 10 September 1945. Governor General's Records (RG.7 Group 26 Vol.59, File 190-I, dossier 7) has citation.

This officer has performed his duties as chief works officer at No.3 Training Command in a highly satisfactory manner. He is capable, very keen and hard-working. He displays a great deal of zeal and vigour. His meritorious work has been a decided factor in the continued successful expansion of training in this Command. Group Captain Marani's Devotion to duty has been outstanding. He has set a very high standard in the performance of his duties which has been an inspiration to those associated with him, He has made a valuable contribution to the success of the British Commonwealth Air Training Plan.

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MARCH, S/L Ian Anderson (J3258) - **Distinguished Flying Cross** - No.410 Squadron - Award effective 22 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born in Aberdeen, Scotland, 11 July 1921; home in St.John's, Newfoundland; enlisted in Halifax, 3 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 22 July 1940 when posted to No.3 EFTS; graduated 13 September 1940 when posted to Rockcliffe; and then to No.1 SFTS; graduated 14 November 1940; commissioned 1 January 1941. Trained as instructor and posted to No.8 SFTS, 25 February 1941. Posted overseas, 23 October 1942. Promoted Squadron Leader, 11 September 1943. Repatriated 25 September 1944. To No.7 OTU, 1 November 1944. To No.2 Air Command, 19 February 1945. Released 11 September 1945. Credited with the following victories: **14 June 1944**: one Junkers 88 destroyed; **17/18 June 1944**: one Junkers 188 destroyed south of Caen; **7/8 July 1944**: one Me.410 destroyed near Paris. All victories scored on Mosquito MM499 (RA-C). Photo PL-25971 shows him. Cited with F/L K.M. Eyolfson (RCAF, awarded DFC), which see above for citation.

NOTE: Public Record Office Air 2/9159 has recommendation drafted 17 July 1944 when he had flown 54 sorties (106 operational hours).

This officer is a keen and aggressive night fighter pilot and Flight Commander. He has destroyed three enemy aircraft at night, the last of which involved a "flat out" chase of five minutes to catch a Focke Wulf 410. In addition he has a number of Ranger sorties to his credit during which enemy airfields and other targets were successfully bombed. His courage and determination are an inspiration to the squadron.

* * * * *

MARCIL, FS (now P/O) Joseph Eugene Germain (R219039/J94155) - **Distinguished Flying Medal** - No.425 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1453/45 dated 14 September 1945. Born 19 September 1924 in Drummondville, Quebec; home in Montreal (shipper). Enlisted in Montreal, 9 February 1943. To No.1 Manning Depot, 2 March 1943. To No.4 BGS, 6 July 1943, serving there to 12 September 1943. To No.1 Air Gunner Ground Training School, 29 October 1943. To No.3 BGS, 10 December 1943; graduated 28 January 1944 when promoted Sergeant. To No.3 Air Gunner Ground Training School, 1 February 1944; to "Y" Depot, Halifax, 16 March 1944; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 25 March 1944. Commissioned 11

January 1945. Repatriated 14 May 1945. Released 15 June 1945. Medal presented 5 October 1947.

In January 1945 Flight Sergeant Marcil was rear gunner in an aircraft detailed to attack Magdeburg. On the way to the target the aircraft was riddled by anti-aircraft fire and also attacked by a Messerschmitt 210. Flight Sergeant Marcil, with the co-operation of the mid-upper gunner, succeeded in shooting the enemy aircraft down in flames. The mission was completed and the aircraft returned safely to base. Flight Sergeant Marcil has at all times shown a fine fighting spirit, skill and devotion to duty of a very high order.

NOTE: Directorate of History and Heritage file 181.009 (D.1510), in National Archives of Canada, RG.24, Volume 20600, has recommendation drafted 5 February 1945 when he had flown 18 sorties (115 hours 55 minutes).

On the night of 16th January 1945, Flight Sergeant Marcil, a Rear Gunner, was detailed for operations to attack marshalling yards in Magdeburg, Germany.

On the way to the target over enemy territory between the cities of Hamburg and Bremen, this crew were attacked by a barrage of searchlights and predicted flak which lasted 15 minutes. Effective evasive action was taken and the crew continued their mission in spite of the aircraft being completely riddled.

At the point of release, Flight Sergeant Marcil, who was keeping a constant watch for enemy fighters, sighted a Me.210 dead astern at approximately 300 yards. With skill and outstanding coolness, this determined Non-Commissioned Officer immediately fired 100 rounds of ammunition. The tracers were seen to register in the port engine of the attacker. At the same time, the Bomb Aimer reported "Bombs Gone". The Rear Gunner gave corkscrew directions and the Mid-Upper Air Gunner fired a burst of 75 rounds of ammunition into the under part of the enemy fighter who was in a steep bank at a distance of 200 yards.

The Me.210 was last seen in a dive by the Flight Engineer and the Bomb Aimer and exploded on the ground. Although most of the navigation equipment were unserviceable, the aircraft returned back to base with no further incident. The outstanding efficiency, precision and exceptional cooperation of these two gunners have saved lives and their aircraft. Flight Sergeant Marcil has displayed presence of mind and good fighting spirit which is worthy of high praise. I strongly recommend him for the Immediate award of the Distinguished Flying Medal.

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MARCOTTE, WO Joseph Henri Arthur (R77063, later J17431) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 14 May 1943 and AFRO 1078/43 dated 11 June 1943. Born 11 September 1916. Home in Montreal; enlisted there

30 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 2 November 1940; to No.8 EFTS, 3 November 1940; graduated 22 December 1940 when posted to No.4 SFTS; graduated and promoted Sergeant, 17 March 1941. To Embarkation Depot, 27 March 1941. To RAF overseas, 6 April 1941. Commissioned 6 March 1943; promoted Flying Officer, 4 September 1943. Repatriated 19 October 1943. To Recruiting Centre, Montreal, 9 December 1943. To "Y" Depot, 3 January 1944. Posting overseas uncertain. Promoted Flight Lieutenant, 4 March 1945. Served again in RCAF, 2 April 1951 to 11 September 1961 (39509), attaining rank of Flight Lieutenant, 1 January 1956. Postings included Flying Instructor School (6 April 1951), Training Command Communication and Rescue Flight (13 June 1951), No.104 Flight, St. Hubert (27 June 1951), Mountain View (7 August 1952), No.2 ANS (30 May 1953), No.2 (Maritime) OTU (15 June 1956) and No.404 Squadron (7 October 1956). Medal presented at Buckingham Palace, 28 September 1943. RCAF photo PL-15994 (ex UK-3969 dated 24 May 1943) shows him alone. 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.

Warrant Officer Marcotte has taken part in a large number of operational sorties against targets in Germany and the Middle East. These operations include attacks on Berlin, Hamburg, Cologne and Essen. He has also participated in several minelaying operations, making all these attacks with consistent skill and courage. His calm and quiet manner and fine fighting spirit, coupled with dogged determination, has set an example worthy of the highest praise.

NOTE: Public Record Office Air 2/8950 has recommendation by W/C J.M.W. St.Pierre dated 7 March 1943 when he had flown 43 sorties (335 hours 50 minutes). It shows a career more complex than that described by the published citation. All sorties on Wellington aircraft.

No.103 Squadron

5 July 1941 - Rielfeld (5.55)
7 July 1941 - Cologne (5.35)
10 July 1941 - Cologne (5.10)
20 July 1941 - Rotterdam (4.00)
24 July 1941 - Emden (5.05)
5 August 1941 - Frankfurt (7.05)
14 August 1941 - Hanover (7.15)
3 Sept 1941 - Brest (2.20)
7 Sept 1941 - Berlin (8.35)
10 Sept 1941 - Turin (50 minutes)
12 Sept 1941 - Frankfurt (1.50)
21 October 1941 - UK-Malta (9.40)
24 October 1941 - Malta-Egypt (7.10)

No.37 Squadron

9 November 1941 - Benghazi (11.05)
11 November 1941 - Derna (11.00)
15 November 1941 - Bardia (7.35)
19 November 1941 - Derna (7.55)
19 November 1941 - Derna (7.05)
9 December 1941 - Derna (9.50)
12 December 1941 - Derna (4.35)
18 December 1941 - Benghazi (11.30)
23 December 1941 - El Agheila (10.30)
1 January 1942 - Marble Arch (14.20)
5 January 1942 - Tripoli (16.50)
12 January 1942 - El Agheila (12.30)
25 January 1942 - Agedabia (10.50)
27 January 1942 - Agedabia (11.35)
5 February 1942 - Benghazi (10.15)
7 February 1942 - Benghazi (5.10)
24 February 1942 - Egypt-Malta (8.10)
26 February 1942 - Tripoli (4.25)
1 March 1942 - Tripoli (3.45)
5 March 1942 - Tripoli (4.45)
19 March 1942 - Malta-Egypt (6.50)

No.425 Squadron

26 January 1943 - Lorient (6.55)
29 January 1943 - Lorient (6.10)
3 February 1943 - Hamburg (3.20)
4 February 1943 - Lorient (6.35)
6 February 1943 - GARDENING (4.20)
13 February 1943 - Lorient (7.00)
14 February 1943 - Cologne (5.20)
16 February 1943 - Lorient (6.30)
19 February 1943 - Wilhelmshaven (6.00)
24 February 1943 - Wilhelmshaven (5.15)
26 February 1943 - Cologne (6.00)
1 March 1943 - GARDENING (5.50)
5 March 1943 - Essen (5.55)

Warrant Officer Marcotte, a pilot, Canadian in the RCAF, since completing nine successful operational sorties over Germany, including such targets at Berlin, Frankfurt, Emden, and also a further 18 successful sorties on enemy targets in the Middle East, has carried out 13 successful sorties over Germany since joining this squadron. These operations include sorties to Hamburg, Cologne and Essen, as

well as some difficult mining trips, making a total of 74 hours 15 minutes operational hours on this tour.

This Warrant Officer has carried out these attacks with constant skill and courage. With his calm and quiet manner, he has a fine offensive spirit in action and this, together with his splendid record and dogged determination, has set a fine example to the other members of the squadron. I consider his fine record of achievement, his tenacity, endurance and courage, fully merit the award of the Distinguished Flying Cross.

On 8 March 1943 the Officer Commanding, Station Dishforth, added:

Warrant Officer Marcotte has carried out successfully with courage and determination many bombing attacks against heavily defended targets. He enjoys the absolute confidence of his crew and of everyone with whom he works. I recommend he be awarded the Distinguished Flying Cross in recognition of his long and distinguished operational career.

On 29 March 1943 Air Vice-Marshal G.E. Brookes, Air Officer Commanding, No.6 Group, concurred, noting, "This Warrant Officer has done outstanding work as a pilot."

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MARCOTTE, F/O Joseph Louis Albert Lucien (J86833) - **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 28 August 1915 in Montreal; home there; enlisted there, 11 June 1942, in Wartime Emergency Training Plan. To No.5 Manning Depot, 11 August 1942. To No.6 BGS, 25 September 1942, To No.3 ITS, 4 January 1943; graduated and promoted LAC, 19 March 1943; to No.11 EFTS, 20 March 1943; graduated 14 May 1943 and posted next day to No.9 SFTS; graduated 3 September 1943 when promoted Sergeant. To "Y" Depot, Halifax, 17 September 1943; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 9 October 1943. Commissioned 22 May 1944. Promoted Flying Officer, 22 November 1944. Repatriated 14 September 1945. Retired 13 July 1945. Served in interim RCAF, 26 April 1946 to 10 June 1947 with No.438 Squadron. Medal presented in Montreal, 25 November 1949. RCAF photo PL-41410 (ex UK-17825 dated 4 January 1945) shows two recent DFC winners having tea - F/O Lucien Marcotte and F/L Marcel Regimbald. Marcotte also shown alone in RCAF photos PL-41412 (ex UK-17827) and PL-41413 (ex UK-17828), both dated 4 January 1945).

As captain and pilot of aircraft this officer has participated in very many operational missions and throughout has set a high standard of skill, determination and keenness. In September 1944 he piloted an aircraft in an attack on Wanne Eickel. Heavy and concentrated anti-aircraft fire was encountered over the target area and Flying Officer Marcotte's aircraft was hit. The rear gunner and the

wireless operator were wounded, the latter member seriously. Flying Officer Marcotte promptly directed another crew member to tend to the injured men and then coolly executed a successful bombing attack. He afterwards flew the aircraft to an airfield in this country in the shortest possible time so that the seriously wounded wireless operator could receive the urgent medical attention necessary to save his life. Flying Officer Marcotte has completed very many sorties and has invariably pressed home his attack with the greatest determination. He is a brave and devoted captain.

DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Volume 20607) has original recommendation prepared by W/C Hugh Ledoux, 9 November 1944 when he had flown 29 sorties (145 hours 20 minutes).

28 July 1944 - Hamburg (5.20)
4 August 1944 - Bois de Cassan (5.00)
5 August 1944 - St.Leu d'Esserent (4.30)
7 August 1944 - La Hogue (4.45)
8 August 1944 - Foret de Chantilly (5.05)
9 August 1944 - Foret de Nieppe (3.45)
10 August 1944 - La Pallice (6.55)
12 August 1944 - Foret de Montrichard (5.40)
27 August 1944 - Mimoyecques (3.30)
31 August 1944 - Ile de Cezembre (4.45)
3 September 1944 - Volkel (4.05)
10 September 1944 - Le Havre (4.35)
11 September 1944 - Castrop Rauxel (4.55)
12 September 1944 - Wanne Eickel (3.40)
16 September 1944 - Sea Seatch (5.00)
25 September 1944 - Calais (4.30)
26 September 1944 - Calais (3.55)
27 September 1944 - Bottrop (5.50)
28 September 1944 - Cap Gris Nez (3.50)
30 September 1944 - Sterkrade (4.45)
6 October 1944 - Dortmund (6.00)
9 October 1944 - Bochum (6.25)
12 October 1944 - Wanne Eickel (4.55)
23 October 1944 - Essen (5.20)
28 October 1944 - Cologne (5.20)
30 October 1944 - Cologne (5.50)
1 November 1944 - Oberhausen (6.05)
2 November 1944 - Dusseldorf (5.50)
6 November 1944 - Gelsenkirchen (5.15)

During a raid on Wanne Eickel on September 12th, 1944, while on the bombing run, Flying Officer Marcotte experienced heavy and concentrated anti-aircraft fire. His Wireless Operator/Air Gunner was severely wounded and his Rear Gunner who was also hit and had to be removed from their respective posts. He instructed his Flight Engineer to attend to the men. He coolly and skillfully completed his mission with a telling attack. He then flew his aircraft at top speed to an English aerodrome. His exceptional airmanship contributed in no small measure in saving his Wireless Operator's life and also in bringing the rest of his crew and his aircraft to safety.

In all his sorties, many of which have been over the enemy's most heavily defended targets, Flying Officer Marcotte has shown himself to be a courageous and determined pilot.

Despite the violent opposition and hazards encountered he has always been keen to engage in operations and has amply proved his exemplary ability as a pilot and captain which duties he has always discharged most commendably.

Flying Officer Marcotte's remarkable record and outstanding leadership throughout his operational career merits my recommendation for the award of the immediate Distinguished Flying Cross.

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MARCOU, S/L Howard Fortescue, AFC, (C795) - **Distinguished Flying Cross** - No.405 Squadron - Awarded 20 February 1945 [correct] as per **London Gazette** of 1 March 1946 and AFRO 418/46 dated 18 April 1946. Born in Westmount (Montreal), 21 February 1917; home there; secured junior matriculation at McGill College. RCAF Provisional Pilot Officer, 3 January 1938; trained at Trenton; wings on 18 October 1938 under a short-lived pre-war scheme to provide pilots to the RAF. Transferred to RAF, 5 November 1938; At RAF Station Uxbridge, 6-23 November 1938; at No.6 SFTS, Rissington, 24 November to 15 April 1939 (detached to Warmwell Practice Camp, 11 March to 6 April 1939); with No.52 (Bomber) Squadron, Upwood, 15 April to 27 July 1939; with Central Flying School, Upavon, 24 July to 12 September 1939; instructing with No.5 SFTS, Sealand, 13 September 1939 to 21 April 1941 (on detachment to Ternhill, 2 November 1940 to 21 April 1941); with Central Flying School, Upavon, 22 April 1941 to 1 January 1942; with No.2 Flying Instructor School, Montrose, 3 January 1942 to 26 April 1943 (Deputy Chief Flying Instructor); with Empire Central Flying School, Hullavington, 27 February to 26 May 1943; to No.2 FIS, Montrose, 27 May 1943 to 17 August 1944. During this time he transferred to RCAF, 7 November 1943 (C795). Had been awarded AFC as a member of the RAF. To Pathfinder Night Training Unit, Warboys, 18 August to 3 September 1944; with No.405 Squadron, 4 September 1944 to 20 February 1945. He flew 31 trips (141 hours 50 minutes). Adventures with that unit including having his aircraft, Lancaster PB516, being struck by incendiaries from another aircraft. On the night of 20/21 February 1945 he went

missing on operations (Lancaster PB530 "W"); reported safe in Britain, 24 April 1945. In the postwar RCAF he reverted to Squadron Leader (1 October 1946), being promoted to Wing Commander, 1 September 1951. His major postings included Experimental and Proving Establishment, Rockcliffe, 21 September 1947 to 31 October 1949; Air Defence Group (later renamed Air Defence Command), 1 November 1949 to 3 April 1952; Canadian Joint Staff, London, 4 April to 9 September 1952; Air Defence Command, 10 September to 7 October 1952; Station St.Denis, 8-19 October 1952; Commanding Officer of No.12 Aircraft Control and Warning Squadron. Mont Apica (radar base), 17 August 1953 to 25 January 1956 (awarded Queen's Coronation Medal, 23 October 1953); Air Force Headquarters, 26 January 1956 to 3 January 1960; Northern NORAD Region Headquarters, North Bay, 2 August 1963 to 20 January 1964. He retired from the RCAF on 21 February 1966 and died in Drummond Township, Nepean, Ontario on 5 January 1999. Photo PL-44029 (ex UK-21412 dated 16 May 1945) shows him at RCAF hospital, Bournemouth, with "Squito", his cocker spaniel soon after he was flown back to England from POW camp.

This officer has completed, as pilot, numerous operations against the enemy, in the course of which he has invariably displayed the utmost fortitude, courage and devotion to duty.

NOTE: The types of aircraft he flew were sufficiently varied as to bear remark. Two forms, one filled in March 1948 and the other in June 1951, track his flying career. The numbers are not consistent from one date to the next, but the range of machines flown remains interesting:

March 1948

June 1951

Single Engine

Hart

85.55

64.55

Audax

60.40

48.20

Battle

51.20

44.35

Tutor

63.25

159.20

Harvard

11.10

47.50

Fury
8.05
1.45
Master
979.00
1,155.30
Hind
-
.20
Spitfire
2.40
5.00
Miles M.18
1.00
.30
Magister
62.20
70.05
Mustang
1.15
.45
Bermuda
1.40
.45
Bonanza
-
.30
Norseman
-
4.00
Hotspur
-
.20
Finch
-
65.00
Tiger Moth
-
68.15
Twin-Engine

www.bombercommandmuseumarchives.ca

Anson
82.35

153.00
Oxford
420.25
485.00

Dominie
12.15
5.20

Blenheim
10.15
8.55

Hudson
1.00
1.10

Whitley
1.00
1.00

Wellington
9.15
7.55

Expeditior
85.45
214.55

Dakota
10.20
57.25

Beaufighter
-
.45

Fairchild 71
3.05

-
Canso
3.00
9.20

Ventura
-
1.05

www.bombercommandmuseumarchives.ca

Multi-Engine

Halifax

5.00

5.20

Lancaster

210.10

226.45

North Star

-

17.25

Helicopters

-

2.00

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire with his account of being shot down in Lancaster W/405, 20/21 February 1945, target Dortmund. He stated he had flown 30 sorties including this one. Narrative as follows:

Aircraft W, Lancaster, took off from Gransden Lodge approximately 2200 hours. Set course, target Dortmund. Due on target at H plus 2 (approximately, i.e. about 0030 hours), 21 February 1945 as visual centrer (P.F.F.). Ran up on target through slight barrage flak. Dropped about one minute late (i.e. H plus 3) and waited for picture. Camera was turning over when hit by flak in port outer and No.2 starboard tank - both on fire. Ordered crew prepare bale out. About one minute later ordered crew bale out, having feathered and put out fire in port outer but tank fire was spreading rapidly. Saw all crew except Mid Upper Gunner and Rear Gunner bale out. Baled out myself. Landed in tree, gave self up to farmer as wounded in left knee and hand, making escape impossible. Wounds were received at same time as aircraft was hit.

The website "Lost Bombers" provides the following on his being shot down. Lancaster PB530, No.405 Squadron (LQ-W), target Dortmund, 20/21 February 1945. This aircraft was a Mk.III and was delivered to No.582 Squadron from No.32 Maintenance Unit in September 1944, joining No.405 Squadron on 12 October 1944. PB530 took part in the following operations: none with No.582 Squadron. With No.405 Squadron, Stuttgart, 19/20 October 1944; Essen, 23/24 October 1944; Dortmund, 20/21 February 1945 when lost. No accounting for the period 24 October 1944 - 20 February 1945. Airborne at 2220 hours, 20 February 1945 from Gransden Lodge. Cause of loss and crash-site not established by webmaster. Crew consisted of Flight Sergeant G.E. Bolland (killed, DFM gazetted 1 March 1946; left the aircraft by parachute but did

not survive the descent); S/L H.F.Marcou, DFC, AFC, RCAF (injured); F/O T.W.Downey (injured); F/O R.O.Norse, RNZAF (injured); F/O B.G.Smoker (injured); F/O J.A. Lewis (injured); F/O J.T.Ross. RCAF (POW); Technical Sergeant J.W.Verner, USAAF (injured). Survivors were confined in hospital due to injuries until liberation. No POW numbers.

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MARCUS, FS (now P/O) Norman (R161644/J92470) - **Mention in Despatches** - No.432 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. WOPAG. Born 9 November 1916. Home in Ottawa; enlisted there 27 April 1942 and posted to No.1 Manning Depot. To Technical Training School, 5 July 1942. To No.4 ITS, 31 July 1942; promoted LAC, 1 September 1942; to Trenton, date uncertain; to No.2 Air Gunner Ground Training School, 17 April 1943. To No.3 BGS, 29 May 1943; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, Halifax, 6 September 1943; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 4 October 1943. Commissioned 16 November 1944. Promoted Flying Officer, 16 April 1945. Repatriated 13 June 1945. To No.663 Wing, Tiger Force, 6 August 1945. Retired 19 September 1945. Unit identified in AFRO only as "Overseas"; proper unit identified in DHist file 181.009 D.1725 (PAC RG.24 Box 20607). WOPAG. DHist file 181.009 D.1722 (PAC RG.24 Vol.20606) has recommendation drafted by W/C J.K. MacDonald (CO, No.432 Squadron) dated 2 October 1944 for Marcus, Ranson, Stokx, Walker, Wyers, and 1890323 FS Eric Arthur Slaughter (RAF Flight Engineer).

On September 26th, 1944, these NCOs were members of a crew detailed to attack Calais. The enemy put up effective anti-aircraft fire before and after the actual attack. Their aircraft was badly damaged and difficult to control, but as the Flight Engineer had his parachute shot to pieces it was decided that they would fight it out and stay with the ship. The effort against great odds was successful and each member of the crew proved to be courageous and skilful in his duties under these adverse conditions. For their dogged determination, devotion to duty and to their fellow crew members they are strongly recommended for an award of Mention in Despatches.

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MARGERISON, F/L Clarence Christopher William (J7337) - **Distinguished Flying Cross** - No.571 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 17 December 1914 in Carroll, British Columbia; home in Cloverdale, British Columbia; educated at University of British Columbia; enlisted in Vancouver, 6 January 1941 and immediately posted to No.2 Manning Depot. To No.6 AOS (guard duty), 27 January 1941. To No.2 Manning Depot again, 14 March 1941. To No.2 ITS, 29 March 1941; promoted LAC, 2 May 1941 and posted that date to No.18 EFTS; to No.15 SFTS, 2 July 1941. Graduated and commissioned on 13 September 1941. To Embarkation

Depot, date uncertain; to RAF Trainee Pool, 13 December 1941. Promoted Flying Officer, 13 February 1942. Promoted Flight Lieutenant, 13 September 1943. Repatriated to Canada on 1 February 1945. To Western Air Command, 13 February 1945. To No.8 OTU, 21 March 1945. Remained in RCAF, 1 October 1946 as Flight Lieutenant (19697). Promoted Squadron Leader, 1 June 1951. Attained rank of Wing Commander before retirement. Medal presented 9 July 1949.

One night in October 1944 this officer was the pilot of an aircraft detailed for a mine-laying mission. Considerable anti-aircraft fire was encountered in the target area but Flight Lieutenant Margerison completed his task with skill and precision. This officer has participated in very many sorties and has set a fine example of courage and determination.

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MARIER, F/L John Eugene (J13819) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born in Toronto, 3 October 1919; home there (paper tester); enlisted there 28 October 1941 and granted Leave Without Pay. To No.1 BGS, 27 November 1941 (non-flying duty); to No.1 Manning Depot, 25 November 1941; to No.14 SFTS (non-flying duty), 7 December 1941; to No.5 ITS, 14 February 1942; promoted LAC, 11 April 1942; to No.8 AOS, 25 April 1942; graduated and commissioned 28 August 1942. To "Y" Depot, 29 August 1942. To RAF overseas, 2 October 1942. Repatriated 2 June 1945. To No.8 OTU, 19 June 1945. To No.663 Wing, Greenwood, for "Tiger Force" training, 31 July 1945. To Halifax, 7 September 1945. Released 13 September 1945. RCAF photo PL-19951 (ex UK-5376 dated 28 September 1943) is captioned as follows: "Flight Lieutenant H.T. Miles, DFC is captain of a crew which is now on Lancasters. He has completed 40 operational trips, mostly on Stirlings, some trips on Halifaxes. He has recently been made Flight Commander. The members of the crew from left to right are mid-upper gunner Sergeant D.C. Sheppard (R120619, Regina, Saskatchewan; bomb aimer Flying Officer D.B. Young (J14819, Vancouver); flight engineer Sergeant H.L. Grayson (R68020, London, Ontario); rear gunner Sergeant D. Beynton (R110387, Abbotsford, awarded a DFM for having shot down a Ju.88); pilot F/L H.T. Miles, DFC (Toronto); wireless operator Sergeant P.M. Hughes (655043, Blackpool, Lancs); and the navigator, is Flying Officer J.E. Marier (J13819, Toronto). RCAF photo PL-32036 (ex UK-14192 dated 24 August 1944) shows two RCAF navigators who interrogate as well as fly. Seated F/O H.J. "Slim" Pittman of Montreal; standing is F/L Jack Marier of Toronto. RCAF photo PL-32037 (ex UK-14193 dated 24 August 1944) is captioned as follows: "Navigation Leader of the RCAF Bomber Group's Bluenose Squadron, Flight Lieutenant Jack Marier has to instruct and interrogate other navigators, as well as take part in operations himself. This 'gen man', as they call the type in the Air Force, comes from Toronto. He is almost finished his first tour." Medal presented in Toronto, 30 November 1949. Postwar he acquired a business degree at the University of Toronto, being in business in Toronto, Windsor and Vancouver (settling in the latter in 1961). Died in Vancouver, 18 May 2011. No citation other than "completed...numerous operations

against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 24 January 1945 when he had flown 30 sorties (179 hours 45 minutes), 24 June 1943 to 14 January 1945, divided between No.408 Squadron (24 June 1943 to a Berlin raid in March 1944, 22 sorties) and No.434 Squadron (20 July 44 to 14 January 1945, nine sorties). Sortie list is very detailed listing many engagements with flak and fighters. Returning from Berlin, 21 January 1944, they landed at Dalton with ten minutes' fuel left ("All England fogged in - really hairy"); crash-landing at base after raid on Magdeburg, 21 January 1944, orbited over Berlin defences in March, and on 10 September 1944, bombing Le Havre, took movies and stills.

Flight Lieutenant Marier as navigator has completed a tour of operations, the majority of which were attacks against major German targets including five sorties against Berlin. He has displayed high navigational skill at all times, remaining cool and navigating accurately back to base on several occasions when his aircraft has been seriously damaged by enemy action.

As squadron navigation leader he has carried out his duties very efficiently, holding the high respect of all those under him and proving himself a tower of strength to the squadron. His devotion to duty and fine offensive spirit have been an example worthy of emulation by all members of the squadron.

The complete sortie list was as follows:

24 June 1943 - Wuppertal (5.55, fighter attack)
25 June 1943 - Gelsenkirchen (4.45, flak holes)
28 June 1943 - Cologne (5.15, flak holes)
3 July 1943 - Cologne (5.50, flak holes, Category AC)
9 July 1943 - Gelsenkirchen (7.00, fighter attack)
13 July 1943 - Aachen (5.05, fighter attack)
24 July 1943 - Hamburg (5.25, bags of flak, no trouble)
25 July 1943 - Essen (5.00, bags of flak)
29 July 1943 - Hamburg (5.55, flak)
7 October 1943 - Stuttgart (7.25)
20 October 1943 - Leipzig (2.15, boomeranged, instruments unserviceable)
22 October 1943 - Kassel (5.50)
16 December 1943 - Berlin (7.00, landed Dalton, nine minutes of gas - all England fogged in - really hairy)
14 January 1944 - Brunswick (6.00)
21 January 1944 - Magdeburg (6.15, crash-landed at Newmarket - Dave and Pete sprained wrists, otherwise okay).
27 January 1944 - Berlin (7.30)
28 January 1944 - Berlin (7.05)
30 January 1944 - Berlin (6.15 - milk run - bad flak - holed at Bremen)

7 March 1944 - Le Mans (4.55)
15 March 1944 - Stuttgart (6.05, clear, millions of searchlights, fighter attack)
24 March 1944 - Berlin (6.55, wind velocity 160 mph at T. Orbit over middle of defences - very hairy)
20 July 1944 - Alderbeck (3.20)
9 August 1944 - Rouen (4.30)
12 August 1944 - La Neuville (4.15)
10 September 1944 - Le Havre (4.20, observer, took movies and stills)
11 September 1944 - Castrop Rauxel (5.20)
17 September 1944 - Boulogne (4.05)
26 September 1944 - Calais (4.20)
28 October 1944 - Cologne (5.45)
14 January 1945 - Merseburg (9.35)

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43> records that on the night of 3-4 July 1943, No.408 Squadron Halifax JD174 was hit by flak during an attack on Cologne. Starboard wing tip damaged. Crew landed it safely at Leeming. Crew were - F/L Harold Thomas Miles, DFC, RCAF (J.6946, captain), F/O John Eugene Marier, RCAF (J.13819, navigator, DFC with No.434 Squadron, 5 April 1945), F/O David Bryson Young, RCAF (J.14819, bomb aimer, DFC, November 1945), Sergeant P. M. Hughes, RAFVR (wireless operator), Sergeant S. C. Shepherd, RCAF (air gunner), Sergeant Benjamin Douglas Boynton, RCAF (R.110387, air gunner, DFC awarded 6 August 1943) and Sergeant Harold Lewis Grayson, RCAF (R.68020, flight engineer, awarded DFC 13 August 1943).

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MARIER, FS Joseph Albert Marcel (R54497) - **British Empire Medal** - No.2 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 in Ottawa, 12 May 1918. Home in Eastview (Vanier), Ontario; employed by Continental Paper; enlisted in Ottawa, 7 September 1940 as Clerk/Admin. To No.2 BGS, 2 November 1940. Promoted AC1, 7 December 1940. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 December 1942. Promoted Flight Sergeant, 1 November 1943. To No.13 SFTS, 16 December 1944. To Lachine, 28 March 1945. To "Y" Depot, 7 June 1945. To "K", 26 September 1945. Reverted to Sergeant in postwar RCAF (21195). Promoted Flight Sergeant, 1 August 1945. Medal presented 10 January 1946, Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 7) has citation.

Flight Sergeant Marier, during his four years in the Air Force, has shown outstanding executive ability in Air Force administration. He has been largely responsible for the efficient organization of station Orderly Room and Central Registry and has also been of great assistance in an advisory capacity to all other sections of this station. He has made sound, worthwhile suggestions which have undoubtedly been of great saving to the service both in man-hours and money and

also have been the means of eliminating many common errors. This non-commissioned officer has conscientiously and tirelessly instructed his staff until he was sure that maximum efficiency has been attained. His character and personality, plus his absolute devotion to duty, have been such as to command respect from all personnel with whom he has come in contact.

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MARK, S/L Cyril Victor (J4557) - **Air Force Cross** - No.2 FIS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946 - Born 20 October 1915. Enlisted in Vancouver, 12 September 1940. To No.2 ITS, 14 October 1940. Promoted LAC, 15 November 1940; to No.2 EFTS, 16 November 1940; to No.2 SFTS, 4 January 1941. To Trenton, 16 March 1941. Commissioned 17 March 1941. To No.15 SFTS, 9 June 1941. Promoted Flying Officer, 18 May 1942. To No.2 Flying Instructor School, 2 August 1942. Promoted Flight Lieutenant, 1 January 1943. Promoted Squadron Leader, 1 October 1943. To No.15 SFTS, 28 November 1944. To No.6 OTU, 1 March 1945. To Halifax, 15 June 1945. To Release Centre, 17 October 1945. Released 9 November 1945. As at December 1943 (could be typo for 1945 ?) he had flown 2,013 hours, 1,810 as instructor, 240 hours in past six months.

This officer has been a flying instructor at this unit for eighteen months. During this time, as an Instructor, Flight Commander and Examining Officer, his extreme devotion to flying duty has been an example and inspiration to all. The interest he has taken in his work and his ability as a pilot and instructor have done much to improve the standard of flying training at this unit.

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MARK, Corporal George Archer (R100740) - **Mention in Despatches** - No.7 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Sometimes name given as "George Arthur" but **War Service Records, 1939-1945** (Canadian Bank of Commerce, 1947) and Canadian Force microfilm record both confirm name as "George Archer". Born in Toronto, 8 February 1919 (published in **War Service Records, 1939-1945**). Entered bank service, 1937. Enlisted in Toronto, 8 April 1941 and granted Leave Without Pay. To No.1 Manning Depot, 27 April 1941. To University of Toronto, 23 May 1941. Promoted LAC, 30 August 1941. Trained as a Radar Mechanic before going overseas, going to Embarkation Depot, 28 September 1941 and to RAF Trainee Pool, 5 October 1941. Further radar training at Prestwick, Scotland, then served in Pathfinder forces. Promoted Corporal, 1 July 1942. Promoted Acting Sergeant, 1 April 1944. Repatriated to Canada, 21 August 1945. Released 10 October 1945 and returned to bank duties. No citation in AFRO.

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MARK, Sergeant Robert John (R123352) - **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 17 August 1920. Home in Toronto; enlisted there 7 August 1941 as Clerk/Accounts. Initially posted to No.4 Manning Depot. To Technical Training School, St. Thomas, 11 October 1941. Promoted AC1, 21 November 1941. Posted that date to No.1 Training Command. Promoted LAC, 1 April 1942. Promoted Corporal, 1 March 1943. To No.1 Manning Depot, 1 May 1943. To No.1 ITS, 30 October 1943. To Mountain View, 8 February 1944. To No.5 SFTS, 14 August 1944. To No.4 Release Centre, 17 November 1944 (but see citation below). Promoted Sergeant, 1 January 1946. Retained in Interim Force; to No.1 Air Command, 1 April 1946; discharged 1 August 1946. Medal presented 14 October 1947.

Sergeant Mark has been employed in the Accounts Section of this unit since 26 January 1945. At all times he has shown devotion to duty above that which may be expected of a non-commissioned officer in his position. He has conducted himself in an exemplary manner and has set a splendid example for those with whom he has been associated. In periods of extraordinary activity he has carried through with benefit to the service and credit to himself. He may be regarded as an outstanding non-commissioned officer.

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MARK, Corporal Thomas Charles (R197821) - **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 30 September 1923. Home in Victoria; enlisted in Vancouver, 30 October 1942 as Airframe Mechanic. To No.1 Manning Depot on enlistment. To No.5 SFTS, 30 December 1942. To "Y" Depot, 3 March 1943; to RAF overseas, 27 March 1943. Repatriated to Canada, 25 January 1946. Released 18 February 1946.

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MARK, F/L William McIntyre (J29775) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 133/46 dated 8 February 1946. Born 26 May 1920. Home in Toronto (mechanic); enlisted there 24 July 1941 and posted to No.4A Manning Depot. To No.3 ITS, 1 September 1941; graduated and promoted LAC, 7 October 1941 but not posted to No.22 EFTS until 25 October 1941; to No.9 SFTS, 19 December 1941; and promoted Sergeant, 24 April 1942; to No.9 BGS, 8 May 1942. Promoted Flight Sergeant, 24 December 1942. Commissioned 10 June 1943. To "Y" Depot, 28 September 1943. Taken on strength of No.3 PRC, 21 October 1943. Promoted Flying Officer, 10 December 1943. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To No.14 SFTS, 27 June 1945. To Release Centre, 8 June 1945; retired 9 August 1945. Medal presented in Toronto, 30 November 1949.

This officer has completed his first tour of operational duty. In February 1945 he was detailed to participate in an attack against Wanne Eickel. On the return journey heavy anti-aircraft fire was encountered and engine trouble developed. Later, fire broke out and could not be controlled. Flight Lieutenant Mark, regardless of his own safety, remained at the controls till all the members of his crew had left by parachute. His coolness in adverse circumstances have always been worthy of the highest praise.

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MARKEY, FS (now P/O) William John (R168289/J90975) - **French Croix de Guerre** - No.106 Squadron (AFRO gave unit only as "Overseas" - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 1 May 1924. Home in Oakville, Ontario; enlisted in Hamilton, 16 June 1942 but not posted to No.4 Manning Depot until 3 September 1942. To No.3 ITS, 7 November 1942; graduated and promoted LAC, 23 January 1943 but not posted to No.4 BGS until 6 February 1943; to No.AOS, 1 May 1943; graduated and promoted Sergeant, 11 June 1943; to "Y" Depot, 25 June 1943; to United Kingdom, 29 June 1943. Commissioned 16 September 1944. Repatriated 23 November 1944. Promoted Flying Officer, 16 March 1945. Retired 23 March 1945. Public Record Office Air 2/9645 has unit and citation.

Flight Sergeant Markey took part in 34 operational sorties during which he proved to be a Bomb Aimer of outstanding ability, achieving many notable successes. He was engaged in bombing missions at various points in Normandy prior to D-Day both day and night, often in conditions of adverse weather, and he has taken part in a number of attacks in direct support of the ground forces. Flight Sergeant Markey has shown skill and courage worthy of the highest praise.

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MARKS, P/O Vernon Gerald (J90495) - **Distinguished Flying Cross** - No.635 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 27 July 1923 in Leask, Saskatchewan; home there (student); enlisted in Saskatoon, 17 July 1942. To No.3 Manning Depot, 26 August 1942. To No.10 Repair Depot, 9 October 1942. To No.7 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943 when posted to No.23 EFTS. Ceased training, 27 May 1943. To No.1 Air Gunner Ground Training School, 1 July 1943. To No.9 BGS, 21 August 1943; graduated and promoted Sergeant, 1 October 1943. To "Y" Depot, 15 October 1943; taken on strength of No.3 PRC, 21 October 1943. Commissioned 22 September 1944. Promoted Flying Officer, 22 March 1945. Repatriated 10 July 1946. Retired 15 August 1946. Operated a business in Saskatchewan. Moved to Ontario, 1957. Re-engaged as Personnel/Administration Officer, Saskatoon, 14 March 1957 (240899) with numerous attachments to Moose Jaw; retired again 21 December 1960 and took up federal employment. Died in Sudbury, Ontario, 16 March 2009. Medal sent by registered mail 24 December 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". Public Records Office Air 2/9083 has recommendation dated 20 March 1945 when he had flown 54 sorties (259 hours ten minutes), 10 May 1944 to 13 March 1945. NOTE: the text of the recommendation is awkwardly drafted.

10 May 1944 - Lens (3.50)
11 May 1944 - Tours (3.45)
19 May 1944 - Boulogne (3.30)
27 May 1944 - Bourg-Leopold (3.40)
1 June 1944 - Ferme d'Ourville (4.00)
2 June 1944 - Trappes (4.35)
3 June 1944 - Brest (4.50)
5 June 1944 - Mont Fleury (4.25)
7 June 1944 - St.Nazaire (5.20)
9 June 1944 - Lorient (5.20)
12 June 1944 - Amiens (4.05)
27 June 1944 - Brest (5.00)
28 June 1944 - Blainville (6.45)
1 July 1944 - St.Martin (3.45)
4 July 1944 - St.Martin (3.45)
6 July 1944 - Croixdale (3.45)
12 July 1944 - Tirenay (4.30)
18 July 1944 - Vaires (4.15)
19 July 1944 - Mont Candon (3.15)
23 July 1944 - Kiel (4.45)
24 July 1944 - Stuttgart (7.55)
25 July 1944 - Trafey (3.50)
28 July 1944 - Foret de Nieppe (3.40)
1 August 1944 - Prouville (3.40)
3 August 1944 - Bois de Casson (4.05)
9 August 1944 - Foret de Mormal (3.15)
10 August 1944 - Dijon (6.30)
12 August 1944 - Brunswick (5.10)
15 August 1944 - Tirelemont (3.30)
18 August 1944 - Sterkrade (4.20)
25 August 1944 - Brest (5.20)
26 August 1944 - Baltic Area (5.50)
13 Sept 1944 - Gelsenkirchen (4.05)
17 Sept 1944 - Boulogne (2.45)
23 Sept 1944 - Neuss (5.00)
25 Sept 1944 - Calais (3.40)
26 Sept 1944 - Calais (3.10)
27 Sept 1944 - Calais (3.15)

6 October 1944 - Heligoland (3.50)
9 October 1944 - Bochum (4.55)
2 January 1945 - Nuremburg (7.00)
16 January 1945 - Zeitz (6.45)
22 January 1945 - Gelsenkirchen (4.30)
1 February 1945 - Mainz (5.25)
2 February 1945 - Weisbaden (5.35)
4 February 1945 - Osterfeld (4.25)
9 February 1945 - Wanne Eickel (4.45)
13 February 1945 - Dresden (8.20)
24 February 1945 - Kamen (4.40)
5 March 1945 - Chemnitz (8.10)
7 March 1945 - Dessau (8.25)
8 March 1945 - Kassel (6.30)
11 March 1945 - Essen (4.15)
13 March 1945 - Wuppertal (4.35)

This officer has participated in 54 operational sorties against the enemy and is even now engaged on his second tour of operational duty. He has always displayed a high standard of skill, courage, this coupled with his tenacity has set a most inspiring example.

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MARLATT, F/L Stafford Dean (J16113) - **Distinguished Flying Cross** - No.439 Squadron - Award effective 10 July 1945 as per **London Gazette** dated 24 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 17 July 1915, Oakville, Ontario; home there. Former clerk and member of the Royal Canadian Artillery. Enlisted in Toronto, 16 October 1940. To No.1 ANS (guard), 7 November 1940. To No.2 ITS, 30 November 1940; graduated and promoted LAC, 2 January 1941 when posted to No.12 EFTS; may have graduated 21 February 1941; to No.1A Manning Depot, 24 February 1941; to "R", 4 March 1941; this may have been No.1 SFTS, as he graduates and is promoted Sergeant, 16 May 1941. To RAF overseas, 17 June 1941. Commissioned 17 October 1942. Promoted Flying Officer, 17 April 1943. Repatriated 14 November 1943. To Western Air Command, 3 January 1944. To No.133 Squadron, 10 January 1944; to No.1 OTU, Bagotville, 7 April 1944; to "Y" Depot, Halifax, 30 September 1944; taken on strength, No.3 Personnel Reception Centre, Bournemouth, 27 September 1944. Promoted Flight Lieutenant, 17 October 1944. Repatriated 4 September 1945. Released 18 October 1945. Medal presented 9 April 1948. DHist file 181.009 D.1636 (RG.24 Vol.20604) has application for Operational Wings dated 9 February 1944 from him claiming approximately 100 operational hours, night fighting and day offensive sweeps, with No.247 Squadron (Typhoons), 15 September 1941 to 30 October 1943. Died in Toronto, 17 December 2003. The following photographs are at Library and Archives Canada - PL-45868 (ex UK-22934 dated 1 August 1945, shopping in Bournemouth while awaiting repatriation; PL-45869 (ex UK-22935 dated 16

August 1945), F/O K.D. Ross (right, Sherbrooke) and F/L S.D. Marlatt (left, Oakville) manhandle Marlatt's luggage at Bournemouth; PL-45870 (ex UK-22936 dated 16 August 1945) at Bournemouth, F/L S.D. Marlatt talks to personnel counsellor D/L V.A. Shewfelt (Brandon, Manitoba); PL-45871 (ex UK-22937 dated 16 August 1945) shows F/L S.D. Marlatt and F/L A.W. Breck (Ottawa) returning excess kit to stores handled by Corporal G.M. Chittin (Chatham, Ontario); PL-45872 (ex UK-23065 dated 22 August 1945) shows F/L S.D. Marlatt waiting for an aircraft to take him to England; PL-45873 (ex UK-23066 dated 22 August 1945) standing beside his Typhoon; PL-45874 (ex UK-23067 dated 22 August 1945) showing members of a group called the RCAF Westernaires serenading F/L S.D. Marlatt as he is repatriated - left to right are LAC Lance Harrison (Vancouver), Sergeant Cy Roach (Vancouver), LAC Jim Stube (Vancouver) and LAC Bob Bond (Toronto); with them are the following pilots - F/L Bill Breck (Ottawa), F/L Ed Flannigan, F/L S.D. Marlatt, F/O Jim Doran (James Island, British Columbia), F/L Max Atkins (Cremona, Alberta), F/L Gordon Appleby (Duncan, British Columbia) and F/L Dave McBride (Montreal); PL-25875 (ex UK-23068 dated 22 August 1945) shows Marlatt packing his gear and trying to get his helmet into the sack; PL-45976 (ex UK-23069 dated 22 August 1945) with F/L S.D. Marlatt throwing his gear into a Halifax bomber before returning to Britain; four Typhoon pilots just before departure from Germany, viz F/L Bill Breck (Ottawa), F/L S.D. Marlatt (Oakville), F/L R.P. Pearson (Prescott, Ontario) and F/L Ken Ross (Sherbrooke, Quebec); PL-45978 (ex UK-23071 dated 22 August 1945), F/L S.D. Marlatt waves goodbye to Germany.

During his first tour of operations this officer completed numerous bomber escort and night fighter sorties. Since joining his present squadron he has been occupied mainly with attacks on the railway and transport system of Germany and in armed reconnaissance work. Flight Lieutenant Marlatt has also taken part in close support missions during which he has achieved outstanding results. In support of the Rhine crossing he was engaged in harassing German communications, artillery concentrations, and troops, and in the latter stages of the war he participated in anti-shipping operations. As a flight commander he showed great ability and leadership and was materially responsible for the consistently good results achieved by his squadron.

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MARLOW, F/L Geoffrey Campbell (J36615) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 28 January 1922 in Duncan, British Columbia; home in Carshalton, Surrey, England (student); enlisted in London, England, 10 July 1942. Repatriated to Canada via No.31 Personnel Depot, 28 February 1943. Trained at No.19 EFTS; graduated 25 June 1943 and posted to No.19 SFTS; graduated and commissioned 15 October 1943. To "Y" Depot, 27 October 1943. Taken on strength of No.3 PRC, 31 October 1943. Promoted Flying Officer, 15 April 1944. Promoted Flight Lieutenant, 15 March 1945. Repatriated with No.434 Squadron, 10 June 1945.. Retired 15 September 1945. Medal presented

4 August 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C J.C. Mulvihill dated 20 May 1945 when he had flown 30 sorties (215 hours 40 minutes), 2 November 1944 to 10 May 1945 including one "Exodus" trip.

This officer has completed a tour of operations as a Captain of an aircraft. He has attacked such heavily defended targets as Dusseldorf, Osnabruck and Karlsruhe with a determination to press home the attack with great tenacity. He has at all times shown a fine offensive spirit and has led his crew into battle with the utmost courage, which has been an inspiration to other members of his squadron.

The sortie list was as follows:

2 November 1944 - Dusseldorf (5.50)
6 November 1944 - Gelsenkirchen (5.40)
27 November 1944 - Neuss (5.40)
30 November 1944 - Duisburg (6.30)
2 December 1944 - Hagen (7.25)
4 December 1944 - Karlsruhe (7.10)
5 December 1944 - Soest (7.20)
6 December 1944 - Osnabruck (6.45)
24 December 1944 - Dusseldorf (6.40)
16 January 1945 - Zeitz (8.30)
28 January 1945 - Stuttgart (8.05)
2 February 1945 - Weisbaden (7.00)
4 February 1945 - Bonn (6.30)
7 February 1945 - Goch (6.45)
21 February 1945 - Duisburg (7.10)
23 February 1945 - Pforzheim (8.50)
27 February 1945 - Mainz (7.30)
28 February 1945 - target not named (3.15, recalled)
1 March 1945 - Mannheim (7.35)
2 March 1945 - Cologne (6.05)
5 March 1945 - Chemnitz (9.30)
7 March 1945 - Dassau (9.50)
11 March 1945 - Essen (6.25)
14 March 1945 - Zweibrucken (7.10)
15 March 1945 - Hagen (7.15)
8 April 1945 - Hamburg (6.25)
10 April 1945 - target not named (1.00, recalled)
13 April 1945 - Kiel (6.25)
16 April 1945 - Schwandorf (9.20)

22 April 1945 - Bremen (5.35)
25 April 1945 - Wangeroog (5.10)
10 May 1945 - Juvencourt (5.30, picked up POWs)

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MARQUET, Corporal Maurice (R87217) - **George Medal** - No.425 Squadron - Award effective 27 October 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 21 May 1922 in Dollard, Saskatchewan; home in Meadow Lake (aero engine mechanic). Enlisted in Regina, 30 January 1941 as Aero Engine Mechanic. Posted that day to No.2 Manning Depot. To No.1 Manning Depot, 28 March 1941. To No.6 SFTS, 28 April 1941. To Technical Training School, St. Thomas, 16 May 1941. Promoted AC1, 20 September 1941. To "P", 24 September 1941. To "H", 26 November 1941. Promoted LAC, 1 January 1942. To "Y" Depot, Halifax, 1 September 1942. To RAF overseas, 25 September 1942. Promoted Corporal, 1 April 1943. Repatriated to Canada, 7 August 1945. Released 24 September 1945. Rejoined RCAF, 9 January 1948 as an LAC and was still in the force as late as 1956 (service number 27392). Event also led to award of George Cross to A/C A.D. Ross, George Medal to FS J.R.M. St.Germain, and BEM to LACs M.M. McKenzie and R.R. Wolfe. Presented at Buckingham Palace, 7 November 1944.. Photo PL-33961 shows A/V/M McEwen congratulating St. German, McKenzie, and Marquet. PL-33963 and PL-33979 show Marquet alone. PL-33981 taken outside Buckingham Palace shows Marquet, St.Germain, Ross, and McKenzie. PL-40168 shows McEwen with Marquet, Ross and McKenzie. NOTE: See DHist file 181.009 D.1725 (RG.24 Volume 20607) shows that Marquet was originally recommended for a George Cross (downgraded to GM); St.Germain was originally recommended for a George Medal (and it stood).

One night in June 1944, an aircraft, while attempting to land, crashed into another which was parked in the dispersal area and fully loaded with bombs. The former aircraft had broken into three parts and was burning furiously. Air Commodore Ross was at the airfield to attend the return of aircraft from operations and the interrogation of aircrews. Flight Sergeant St.Germain, a bomb aimer, had just returned from an operational sortie and Corporal Marquet was in charge of the night ground crew, whilst Leading Aircraftmen McKenzie and Wolfe were members of the crew of the crash tender. Air Commodore Ross, with the assistance of Corporal Marquet, extricated the pilot who had sustained severe injuries. At that moment ten 500-pound bombs in the second aircraft, about 80 yards away, exploded, and this officer and airman were hurled to the ground. When the hail of debris had subsided, cries were heard from the rear turret of the crashed aircraft. Despite further explosions from bombs and petrol tanks which might have occurred, Air Commodore Ross and Corporal Marquet returned to the blazing wreckage and endeavoured in vain to swing the turret to release the rear gunner. Although the port tail plane was blazing furiously, Air Commodore Ross hacked at the perspex with an axe and then handed the axe through the turret to

the rear gunner who enlarged the aperture. Taking the axe again the Air Commodore, assisted now by Flight Sergeant St.Germain as well as by Corporal Marquet, finally broke the perspex steel frame supports and extricated the rear gunner. Another 500-pound bomb exploded which threw the three rescuers to the ground. Flight Sergeant St.Germain quickly rose and threw himself upon a victim to shield him from flying debris. Air Commodore Ross' arm was practically severed between the wrist and elbow by the second explosion. He calmly walked to the ambulance and an emergency amputation was performed on arrival at station sick quarters. Meanwhile, Corporal Marquet had inspected the surroundings and, seeing petrol running down towards two nearby aircraft, directed their removal from the vicinity by tractor. Leading Aircraftmen McKenzie and Wolfe rendered valuable assistance in trying to bring the fire under control and they also helped to extricate the trapped rear gunner, both being seriously injured by flying debris. Air Commodore Ross showed fine leadership and great heroism in an action which resulted in the saving of the lives of the pilot and rear gunner. He was ably assisted by Flight Sergeant St.Germain and Corporal Marquet who both displayed courage of a high order. Valuable service was also rendered by Leading Aircraftmen McKenzie and Wolfe in circumstances of great danger.

NOTE: The original recommendation for Corporal Marquet, drafted 4 July 1944 by W/C L. Lecomte, read as follows:

On the night of June 27th, 1944, Corporal Marquet was duty Non-Commissioned Officer in charge of the night ground crew awaiting the return of aircraft from operations. Without consideration for his personal safety, this Non-Commissioned Officer rushed to a nearby crash to assist the crew. By his coolness and presence of mind he immediately checked the burning nose section which was separated from the rest of the aircraft and hurried back to the centre section where he found the injured pilot. Air Commodore A.D. Ross joined Corporal Marquet and both carefully extricated him from a perilous situation. Through scattered bomb and gas tank explosions, Corporal Marquet rushed to the rear gunner still helpless in his turret. More help arrived and the gunner was saved. With outstanding fortitude and skill this Non-Commissioned Officer directed the ambulance and personally saw to the injured pilot's safety. He then ensured that all members of the crew had been saved and proceeded to inspect the surroundings of the explosion. Upon discovering the petrol running down towards two aircraft, he, under intensive heat and occasional small explosions, fearlessly towed away these two aircraft to a safe dispersal by means of a tractor. Shortly after, more bombs, gas tanks and ammunition exploded all around the crash area.

Corporal Marquet's tenacity, endurance and dogged determination has saved life and complete destruction of two aircraft. His cool courage and conspicuous devotion to duty regardless of possible loss of his own life, is worthy of the highest order. In recognition of his good service, I recommend that he be awarded the George Cross.

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MARQUIS, LAC Joseph Fortunat Jean Marie (R63837) - **Mention in Despatches** - No.432 Squadron (also identified as Station Eastmoor) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 17 August 1908. Home in Rimouski, Quebec; enlisted there 5 September 1940 as Aero Engine Mechanic and posted to No.4 Manning Depot.. To Technical Training School, 24 April 1941. Returned to No.4 Manning Depot, 2 June 1941. To "S", 28 July 1941. To No.117 (Bomber Reconnaissance) Squadron, 1 August 1941. Promoted AC1, 23 September 1941. To No.3 Repair Depot, 20 November 1941. Promoted LAC, 1 July 1942. To "Y" Depot, 8 March 1943. To RAF overseas, 27 March 1943. Repatriated to Canada, 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for Tiger Force, 31 July 1945. To Halifax, 4 September 1945. Released 6 September 1945. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945 when he had served 30 months in Canada, 21 months overseas. Fitter IIE.

This airman by his willingness to work hard without stint to complete even the most difficult job has set a high example to all the other airmen in his section. He is constantly trying out new schemes in his own time to improve the standard of work in his trade and is encouraging his fellow airmen by his outstanding devotion to duty.

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MARR, F/L William Lloyd (J9873) - **Air Force Cross** - No.409 Squadron - Award effective 3 April 1945 as per **London Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 5 July 1917. Home in Langley, British Columbia; enlisted in Vancouver, 6 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940; posted that date 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. To "E", 20 December 1940. To No.8 SFTS, 25 February 1941. To No.1 Flying Instructor School, 2 September 1941. Commissioned 15 December 1941. Promoted Flying Officer, 15 August 1942. To "Y" Depot, 11 October 1942. To RAF overseas, as of that date. Promoted Flight Lieutenant, 15 December 1943. Repatriated 14 May 1945. To Western Air Command, 27 May 1945. To No.8 Release Centre, 26 July 1945. Retired 27 July 1945. Medal sent by registered mail 7 June 1950. RCAF photo PL-1531 taken 27 September 1940 at No.8 EFTS shows LAC L. Marr (Langley Prairie, B.C.), LAC Barney Boe (North Vancouver), LAC L.F. Hickey (Summerland, B.C.), and LAC G.C. Lancaster (Revelstoke, B.C.). RCAF photo PL-42250 (ex UK-19107 dated 27 February 1945 is captioned

as follows: "Two members of the RCAF attached to an RAF Mosquito OTU are shown above. Left is Flight Lieutenant Bill Marr of Langley Prairie, B.C. and S/L D. Hatch, DFC of 145 Douglas Drive, Toronto." Caption errs in initial of Hatch's name. PL-42251 (ex UK-19108) also shows them with an OTU Mosquito behind. RCAF photo PL-42252 (ex UK-19109 dated 27 February 1945) is captioned as follows: "The mascot of the Canadians attached to an RAF Mosquito OTU is 'Twitch' who is shown with F/L Bill Marr of Langley Prairie, B.C. 'Twitch' is a favourite of all the men on the station." No citation in AFRO or biographical file. DHist file 181.009 D.3510 (RG.24 Vol.20640) has recommendation dated 6 November 1944 when he had flown 51 sorties (143 hours 20 minutes).

Flight Lieutenant Marr has flown a total of 2,113 hours of which 415 hours have been at night. He served for eighteen months at Central Flying School in Canada in which time he was considered well above the average in flying ability and in interest shown in Station and Squadron activities. He has always been a tower of strength in Squadron affairs since arriving here and though he has had bad luck in contact with the enemy (on two occasions his guns jammed when in position to make a kill), he has never lost interest and has shown exceptional and outstanding keenness at all times. During his long tour he has had five successful single engine landings at night and during his entire service career at no time has he had the slightest mishap or damaged his aircraft.

NOTE: His work in Canada involved hazards as well. On 27 August 1942, at Central Flying School, Trenton (Harvard 2971) he was instructing in spinning when engine caught fire and throttle jammed. He made a forced landing with undercarriage retracted.

RCAF Press Release 4475 dated 2 November 1944 tells a little more about his services:

With a Canadian Night Fighter Squadron in France - Hitler slept here once, the villagers say, but the little painter would probably eat an extra rug if he could see the present occupants of this beautiful old French chateau.

They are the RCAF's Nighthawk Mosquito squadron, who moved into the former German officers' luxurious billets when they took over a nearby airfield.

Flight Lieutenant Bill Marr of Langley Prairie, British Columbia, pilot and advance man for the squadron when it moves, showed a sense of history - and maybe humour - when he picked on the roomy chateau as billets for the Mosquito men, who have helped chop down Hitler's once-powerful night fighting force by 35 planes since D-Day.

The dining hall gives a hint of Hitler's dream of conquest in a mural depicting an eagle-crested compass which completely encircles Great Britain, France and

Russia, the painter using a touch of artistic license to make the geography conform to his ideas of greater Germany.

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MARRIOTT, F/L Edwin Thomas (J7031) - **Mention in Despatches** - No.145 (BR) Squadron - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 4 January 1921. Home in Bateman, Saskatchewan; enlisted in Ottawa, 31 October 1940. To No.8 SFTS, 8 December 1940. To No.1 ITS, 3 March 1941; graduated and promoted LAC, 10 April 1941; posted that date to No.3 EFTS; graduated 28 May 1941 and posted to No.1 SFTS; graduated and commissioned 20 August 1941. To Central Flying School, 21 August 1941. To No.32 SFTS, 25 November 1941. Promoted Flying Officer, 20 August 1942. To No.9 SFTS, 16 October 1942. To No.34 OTU, 2 April 1943. To No.145 (BR) Squadron, 12 July 1943. Promoted Flight Lieutenant, 1 December 1943. To No.2 Air Command, 11 March 1945. To Release Centre, 19 September 1945. Released 22 September 1945.

This officer has proved himself a most able and competent flight commander and pilot. On his many operations over the North Atlantic he has exhibited skill and leadership of a very high order. He has been an inspiration and example to all who have served under him.

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MARRIOTT, WO1 Robert William (Can 284) - **Member, Order of the British Empire** - No.15 SFTS - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born at Kingston, Ontario, 15 February 1911. Enlisted in Vancouver, 6 August 1929. With Western Air Command as of 6 July 1938, and described as MMT, 1 October 1938. Promoted Corporal, 1 April 1939. To No.21 MAC, 1 May 1940; promoted Sergeant that date. Promoted Flight Sergeant, 1 November 1940. To No.2 BGS, 28 January 1941. Promoted WO2, 1 July 1941. To No.15 SFTS, 25 February 1942. Promoted WO1, 1 April 1942. To No.5 Manning Depot, 17 June 1943. To No.1 Officer School, 23 June 1943. Commissioned, 24 June 1943 in Equipment Branch (C28440) with rank of Flying Officer. To No.4 Training Command, 22 July 1943. Promoted Flight Lieutenant, 1 April 1944. To Northwest Air Command, 15 June 1944. To "Y" Depot, Lachine, 28 December 1944. To United Kingdom, 4 January 1945. Repatriated 10 July 1945. Reverted to WO2 as of 1 October 1946. Promoted WO1, 1 October 1948. Commissioned 1 January 1949 in rank of Flight Lieutenant. Promoted Squadron Leader, 1 January 1953. Retired 23 January 1961.

Warrant Officer Marriott was posted to this station to reorganize the Motor Transport Section. He has proved himself to be a most capable administrator. By his own efforts and teaching he has made a most praiseworthy improvement in the standard of knowledge of all Motor Transport personnel on the station and has given without stint his off-duty hours to further their program. He is an excellent

disciplinarian and leader, and outstanding in all respects among the warrant officers of this station.

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MARRITT, F/O Edwin Franklin (J36873) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 28 March 1924 at Keswick, Ontario; home there (student); enlisted Toronto, 13 July 1942 and posted to No.1 Manning Depot. To No.5 SFTS (guard duty), 11 September 1942. To No.6 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942 but not posted to No.9 EFTS until 23 January 1943; ceased pilot training, 6 March 1943 when posted to No.1 Manning Depot. To No.4 BGS, 17 April 1943. To No.1 AOS, 4 September 1943; graduated and commissioned as of 15 October 1943; posted on 30 October 1943 to No.1 BGS. Graduated 10 December 1943 and posted to "Y" Depot. To No.2 Aircrew Graduate Training School, 16 January 1944. To "Y" Depot again, 27 February 1944. Date of arrival in United Kingdom uncertain. Promoted Flying Officer, 15 April 1944. Repatriated 3 May 1945. To No.1 Air Command, 17 May 1945. To No.1 SFTS, 17 June 1945. To No.4 Release Centre, 26 July 1945. Retired 30 July 1945. Medal presented 22 June 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by S/L R.W. Swartz dated 20 April 1945 when he had flown 35 sorties (250 hours 15 minutes), 6 October 1944 to 25 March 1945.

This officer has displayed great ability and skill as an air bomber coupled with great tenacity of purpose and exceptional courage. He has participated in many sorties on heavily defended targets and every time he has bombed the objective with outstanding results securing many fine photographs.

His obvious ability created a fine standard of morale in his crew and proved of great help to his pilot to the betterment of efficiency.

The sortie list follows; clearly in the crew of Gerald S. Quinn:

6 October 1944 - Dortmund (6.15)
14 October 1944 - Duisburg (6.00)
14 October 1944 - Duisburg (6.25)
15 October 1944 - Wilhelmshaven (5.35)
19 October 1944 - Stuttgart (7.45)
23 October 1944 - Essen (6.40)
25 October 1944 - Essen (6.05)
28 October 1944 - Cologne (4.40, duty not carried out)
30 October 1944 - Cologne (6.10)
1 November 1944 - Oberhausen (6.15)
6 December 1944 - Osnabruck (6.50)

15 December 1944 - Ludwigshaven (6.25)
18 December 1944 - Duisburg (6.40)
21 December 1944 - Cologne (7.00)
24 December 1944 - Dusseldorf (4.45)
5 January 1945 - Hanover (5.55)
6 January 1945 - Hanau (6.35)
14 January 1945 - Merseburg (9.00)
16 January 1945 - Zeitz (8.10)
28 January 1945 - Stuttgart (8.00)
1 February 1945 - Ludwigshaven (7.40)
2 February 1945 - Wiesbaden (7.00)
4 February 1945 - Bonn (6.40)
7 February 1945 - Hassun (6.40)
13 February 1945 - Dresden (10.00)
27 February 1945 - Mainz (7.00)
28 February 1945 - Neusse (2.40, recalled)
1 March 1945 - Mannheim (7.35)
2 March 1945 - Cologne (6.10)
5 March 1945 - Chemnitz (10.20)
7 March 1945 - Dessau (9.10)
11 March 1945 - Essen (6.00)
14 March 1945 - Zweibrucken (7.10)
15 March 1945 - Hagen (7.00)
22 March 1945 - Hildesheim (5.50)
24 March 1945 - Mathias-Stinnes (6.10)
25 March 1945 - Hanover (6.00)

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MARSDEN, F/O Walter (C29453) - **Mention in Despatches** - No.162 (BR) Squadron - AFRO says only "Overseas" - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 21 March 1906 in Valleyfield, Quebec. Educated at Galt Institute (1913-1916), Lachine High School (1916-1921), Montreal Technical School (1921-1923), International Correspondence Schools (1922-1924) and Motor Institute of America (1926-1929). Employed as a caddy, Royal Montreal Golf Club, 1922-1925; Dominion Bridge, 1925-1927 (apprentice draftsman); Lachine Motorist League, 1927-1929 (mechanic), Packard Motor Company, 1929-1939 (mechanic, tester, service representative). Home in Montreal; enlisted there 6 September 1939 as Aero Engine Mechanic. To Trenton, 25 November 1939. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 1 November 1940. To No.1 ANS, 12 November 1940. Promoted Sergeant, 1 April 1941. Promoted Flight Sergeant, 1 March 1942. To Aero Engineer School, 21 April 1943. To No.5 Aircraft Inspection District, 16 July 1943. To No.1 Officer School, 21 July 1943. Commissioned 22 July 1943. To Eastern Air Command, 10 August 1943. To No.164 Squadron, 28 August

1943. To No.162 (BR) Squadron, 1 October 1943. To Iceland, 31 December 1943. Promoted Flying Officer, 28 January 1944. Repatriated via Moncton, 11 April 1945. To No.5 Equipment Depot, 24 May 1945. To No.2 Release Center, 1 July 1946. Retired 3 July 1946. Died in Penticton, British Columbia, 13 October 1978.

Assessed 27 September 1942 - "Very strongly recommended for Temporalty rank. This NCO is one of the outstanding Aero Engine Mechanics on the station and has been the NCO in charge of No.1 Maintenance Flight for eight months," (F/L W.B.F. Mackay, No.1 CNS).

Attended School of Aeronautical Engineering, 26 April to 17 July 1943. Assessed in Administration and Organization (83.6/100), Engines (43/50), Airframes (31.5/50), Theory and Oral (65.2/100), Personal Assessment (150/200). Placed 13th in a class of 14. "Poor on theory and airframes. Should work under supervision at a Flying Station or Repair Depot." (F/L A.S. Bell, Chief Instructor).

Attended RCAF Officer School, 22 July to 19 August 1943. Classes in Service Etiquette and Customs (68/100), Leadership and Morale (76/100), Organization (58/100), Discipline and Air Force Law (91/100), Miscellaneous including messes, institutes, equipment (71/100). Placed 56th in a class of 70. "Had difficulty with practical subjects. Good appearance. Requires to develop leadership qualities."

Attended a Long Course in Safety Equipment, 28 September to 18 October 1944. This covered packing all types of parachutes, supply droppers, collapsible kite (80 percent), inspection, care and maintenance of parachutes (80 percent), and dinghy packing and stowage, Lindholme gear, Mae Wests, Bircham Barrel, and dinghy repair (82 percent).

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MARSH, FS Cedric Stanley (R70100) - **Distinguished Flying Medal** - No.108 Squadron - Award effective 26 February 1943 as per **London Gazette** dated 2 March 1943 and AFRO 513/43 dated 26 February 1943. Born 22 November 1917. Enlisted in Hamilton, Ontario, 21 August 1940. To No.3 Training Command, 31 August 1940. To No.1 ITS, 12 October 1940; graduated and promoted LAC, 6 November 1940 when posted to No.2 WS; to No.4 BGS, 14 March 1941; graduated and promoted Sergeant, 14 April 1941. Posted that date to Embarkation Depot. To RAF overseas, 4 June 1941. Promoted WO2 as of 1 May 1943. Promoted WO1 as of 1 November 1943. Commissioned 14 August 1944 (J88354). Repatriated 9 September 1944. To No.6 OTU, 11 October 1944. Promoted Flying Officer, 14 February 1945. To Release Centre, 17 November 1945; retired 20 November 1945..

As air gunner, Flight Sergeant Marsh has completed a large number of operational missions. Throughout, he has displayed great determination and devotion to duty and has proved himself to be a valuable member of aircraft crew.

NOTE: Ian Tavender records, in **The Distinguished Flying Medal Register for the Second World War** (London, Savanah Publications, 2000) has the following recommendation from Public Record Office Air 2/4947, drafted when he had flown 38 sorties (403 flying hours):

The above mentioned Air Gunner has completed a tour of 38 sorties totaling 403 operational hours. In flights of exceptional length, he has maintained, through sheer determination, alertness and enthusiasm, the highest confidence of his Captain.

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MARSH, FS Francis Joseph (R266317) - **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. Born 19 December 1918 in Creighton, Manitoba. Home in Westree, Ontario. Served in Royal Canadian Army Service Corps and was an industrial war worker. Enlisted in Toronto, 22 July 1943 and posted that day to No.5 Manning Depot, Lachine. To AFHQ, Ottawa, 13 September 1943. To No.1 Wireless School, Montreal, 28 October 1943. To No.9 BGS, Mont Joli, 30 October 1943. Promoted LAC, 11 December 1943. Promoted Sergeant, 28 January 1944. To No.3 Advanced Gunnery Training School, Three Rivers, 12 February 1944. To "Y" Depot, Lachine, 17 March 1944. Embarked from Canada, 25 March 1944. Disembarked in Britain, 2 April 1944 and taken on strength of No.3 PRC, Bournemouth. To No.82 OTU, 25 April 1944. To No.61 Base, 16 July 1944. To No.431 Squadron, 15 August 1944. Attached to Pathfinder Night Training Unit, 9-25 November 1944. To No.405 Squadron, 8 November 1944 while stle on strength of PNTU. Missing 15/16 March 1945; reported died as a POW, 17 March 1945.

Lancaster NE119 "P" was shot down, apparently by flak, about 2125 hours some two kilometres northeast of Bad Grund. Flight Lieutenant L.N. Laing may have been shot while attempting to avoid capture. Flying Officer D.G. Smith and Flight Sergeant F.J. Marsh were captured, interrogated by local police and subsequently handed over to Nazi Kreidleitung who shot them in cold blood.

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MARSH, F/L Francis Peter (J15643) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 19 May 1943 as per **London Gazette** dated 1 June 1943 and AFRO 1187/43 dated 25 June 1943. Born 11 June 1918 in Toronto; home there Educated at Upper Canada College (1928-1933), Lakefield Preparatory School (1933-1936) and Pickering College (1936-1937). Bank clerk, Imperial Bank, 1937-1940. Enlisted in Toronto, 1 July 1940. Posted 2 July 1940 to No.1 Manning Depot. To No.1 ITS, Toronto, 22 July 1940. Promoted LAC, 16 September 1940 and posted that day to No.1 WS, Calgary; to No.1 BGS, Jarvis, 18 January 1941. Promoted Sergeant, 15 February 1941 but not posted to Debert until 12 March 1941. Embarked 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.16 OTU, 16 August 1941. To No.455 Squadron, 6 December 1941. To No.420 Squadron, 13 February 1942. Commissioned 10 July 1942. To No.426 Squadron, 20 October 1942. Promoted Flying Officer, 10 January 1943. Promoted Flight Lieutenant, 16 March 1943. Killed in action 17/18 August 1943 (Lancaster DS681); buried in Germany. His brother, Lieutenant W.H.C. Marsh, served in the First Canadian Armoured Car Regiment (Royal Canadian Dragoons). Medal presented to next-of-kin. Cited with F/O D.W. Simpson (RCAF, navigator).

One night in April 1943, these officers were wireless operator and navigator, respectively, of an aircraft detailed to attack Duisburg. When nearing the target area the bomber was engaged by an enemy fighter and sustained severe damage. On the return flight Flying Officer Simpson displayed exceptional navigational ability in most difficult circumstances, and Flight Lieutenant Marsh, who skilfully obtained bearing, rendered him valuable assistance. Both these members of aircraft crew displayed great coolness and skill in a perilous situation.

NOTE: Assessed on 23 July 1943 by W/C L. Crooks as Squadron Signals Leader. He had flown 408 hours 40 minutes (30 hours ten minutes in previous six months) and was described as "Strong sense of loyalty. Keen and smart. Carries out his duties in an efficient manner."

When he went missing the crew consisted of the following: 44054 W/C L. Crooks, DSO, DFC (on second tour, 41 hours ten minutes on that tour), 1254491 FS A.J. Howes (navigator, first tour, two sorties, 9 hours 55 minutes), F/L Marsh, 1217087 Sergeant K.W. Reading (air bomber, first tour, three sorties, 16 hours 15 minutes), 1567321 Sergeant J.C. Hislop (flight engineer, engaged in his first sortie), J26605 P/O T. Dos Santos (Trinidadian, mid-upper gunner, engaged on his first sortie) and R.100881 Sergeant D.M. Smith (rear gunner, first tour, 25 sorties, 151 hours).

DHH file 181.009 D.2624 (Library and Archives Canada RG.24 Volume 20628) has correspondence respecting securing Caterpillar Club badges for 44054 W/C Leslie Crooks, DSO, DFC, J15643 Flight Lieutenant Francis Peter Marsh, DFC, J11110 Flying Officer Donald Wallace Simpson, DFC, J20163 Pilot Officer Lawrence Henry Power (POW, 27 January 1944), R121044 Sergeant James Austin Thomson (killed in action, 13 May 1943), and R132613 Sergeant Thomas Ferguson How (killed in action, 13 May 1943). Letter dated 21 May 1943 read, in part:

On the morning of the 27th April [1943] an aircraft of this squadron was returning from an operational sortie. It had been badly damaged by enemy action, the hydraulic lines were shot away and the bomb doors damaged in such a way that the aircraft could not drop its bomb load. The captain, Wing Commander L. Crooks, DSO, DFC, was unable to land the aircraft and had therefore to order the crew to bale out. All members of the crew jumped safely and it was the first jump

for all of them. Wing Commander Crooks and Pilot Officer Power suffered slight injuries in the form of a strained back and three small bones broken in one foot.

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MARSHALL, W/C Clyde Charles Wilton (C1205) - **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 14 October 1918 in Kingston, Ontario; home in Ottawa; enlisted Kingston, 20 June 1939. Commissioned October 1939 and instructed at No.4 SFTS. At No.10 SFTS as of 22 March 1941; promoted Flight Lieutenant, 15 October 1941. To No.31 OTU, 28 September 1942. Promoted Squadron Leader, 15 January 1943. To No.1 GRS, 19 October 1943. To "Y" Depot, 14 January 1944. Taken on strength of No.3 PRC, Bournemouth, 21 January 1944. Promoted Wing Commander, 1 October 1944. Commanding Officer, Station Dishforth, 1945. Repatriated by air, 18 June 1945. To Debert, 19 June 1945. To Rockcliffe, 23 August 1945. Reverted to Squadron Leader in postwar RCAF, 1 October 1946. Posted to RCAF Staff College, 21 March 1947. Promoted Wing Commander, 14 June 1951. Major postwar assignments included Canadian Joint Staff (Washington); as of 1957 he was Commanding Officer, No.4 (T) OTU, Trenton. Medal presented in Halifax, 27 July 1949. RCAF photo PL-1590 taken 4 October 1940 shows F/OO J.R.C. Tyre and F/O C.C.W. Marshall. RCAF photo PL-32301 (ex UK-14580 date 7 September 1944 shows him as a flight commander in Porcupine Squadron (previously with Bison squadron). Photo PL-35883 is a wartime portrait. Photo PL-40179 (ex-UK-16839 dated 22 November 1944) shows him standing in front of a squadron Halifax bomber. Photo PL-40180 (ex UK-16840 dated 22 November 1944) is captioned as follows: "Before taking off on an air test, W/C C.C.W. Marshall, Kingston, officer commanding the Tiger squadron, and F/O C.E.F. La Chance, his bomb aimer, Vancouver, chat with two members of the ground crew who look after their Halifax bomber. Next to the aircraft on the right is LAC D.M. Henderson, Kincardine, Ontario, a fitter. With his hands in his pockets is Corporal Ernie Morrison, Winnipeg, a rigger." Photo PL-42334 (ex UK-19190 dated 28 February 1945) is captioned as follows: "Officer commanding the bomber stations from where the Porcupine and Tiger squadrons operate in England, G/C H.H. Rutledge, Ottawa, at the left, enjoys a cup of coffee after travelling as 'second dickey' in a Lancaster bomber during an attack on the German industrial city of Dortmund with W/C C.C. Marshall, Ottawa and Kingston, officer commanding the Tiger Squadron, shown on the right." 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.2611 (RG.24 Vol.20627) has recommendation by G/C J.G. Kerr (CO, Skipton-on-Swale) dated 24 December 1944 when he had flown 25 sorties (133 hours ten minutes), 12 July to 17 December 1944.

This officer, who now commands No.433 (RCAF) Squadron, is nearing the completion of a most successful tour of operations. At the commencement of his tour, he showed himself to be a resolute Captain who moulded his crew into an exceptionally fine fighting team. His keenness to fly on operations coupled with his natural ability as a pilot was immediately outstanding.

In due course he assumed command of a flight. Here, with great scope for his energy and ability, he proved to be of great assistance to his Squadron Commander.

For the past two months he has been employed on his present duties. Once again, his ability to organize and direct have produced excellent results and the efficiency and morale of his squadron has shown remarkable improvement. He himself continues to set an outstanding example as an operational pilot. He purposely details himself for the most difficult targets and on every operation he shows great determination in pressing home his attacks.

Throughout his operational career, this officer's work has been outstanding in all phases and I strongly recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

12 July 1944 - Acquet (4.35)
14 July 1944 - Anderbelck (3.40)
17 July 1944 - Caen (4.50)
18 July 1944 - Wesseling (5.25)
23 July 1944 - Donges (6.00)
24 July 1944 - L'Hey-St.Omer (4.05)
25 July 1944 - Stuttgart (9.10)
30 July 1944 - Amaye-sur-Sevilles (4.15)
3 August 1944 - Foret Nieppe (4.05)
14 August 1944 - Bon Tassilly (4.30)
15 August 1944 - Soesterburg (3.40)
16 August 1944 - Connantre (6.30)
28 August 1944 - Ferme du Grand Bois (3.45)
6 September 1944 - Emden (4.15)
11 September 1944 - Kiel (6.00)
17 September 1944 - Boulogne (3.55)
25 September 1944 - Dormburg (3.40)
27 September 1944 - Sterkrade (5.30)
5 October 1944 - Heligoland (4.25)
14 October 1944 - Duisburg (5.40)
23 October 1944 - Hamburg (5.55)
28 October 1944 - Oberhausen (5.05)
4 November 1944 - Bochum (6.10)
18 November 1944 - Munster (6.50)
2 December 1944 - Hagen (7.10)

17 December 1944 - Duisburg (6.20)

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MARSHALL, P/O Gordon Thomas (J86715) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 23 March 1922 in Montreal; home there (stock clerk); enlisted there 28 April 1942. To No.5 Manning Depot, 14 May 1942. To No.4 Manning Depot, 2 July 1942. To No.3 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942 but not posted to No.4 AOS until 21 November 1942; graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, 3 April 1943; to RAF overseas, 7 April 1943. Commissioned 27 May 1944. Repatriated 9 November 1944. Promoted Flying Officer, 27 November 1944. Retired 19 March 1945. Medal presented 5 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.3080 (RG.24 Vol.20636) has recommendation, originally drafted 5 August 1944, resubmitted 20 August 1944, when he had flown 38 sorties (180 hours ten minutes), 18 November 1943 to 28 July 1944 (108 "points").

This officer has completed a tour of thirty-six operations. He has at all times displayed a fine offensive spirit and his skill as a navigator has contributed in no small measure to the successes of his crew. His cheerful, quiet manner and dogged determination, together with his unswerving devotion to duty, have been an example to all crews.

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MARSHALL, F/L Murray Gordon (J11068) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 27 April 1921 in Hamilton, Ontario; home in Ancaster, Ontario. Enlisted in Hamilton, 28 June 1941. Posted that date to No.1 Manning Depot. To Rockcliffe, 3 August 1941. To No.3 ITS, 19 September 1941. Graduated and promoted LAC, 19 October 1941 but not posted to No.12 EFTS until 25 October 1941. To No.5 SFTS, 30 December 1941; graduated and commissioned, 10 April 1942. To Trenton, 23 May 1942. To No.9 SFTS as instructor, 21 September 1942. Promoted Flying Officer, 10 October 1942. To "Y" Depot, 24 June 1943. To United Kingdom, 23 July 1943. Promoted Flight Lieutenant, 10 April 1944. Repatriated 15 November 1944. Retired 21 March 1945. Served in postwar RCAF Auxiliary (No.424 Squadron) from 10 December 1946 forward; attained rank of Group Captain, 15 January 1960. As of 1961 he was Officer Commanding No.16 Wing, Hamilton. Appointed Aide-de-Camp to Governor-General, date uncertain; retired 17 September 1963; relinquished appointment as Aide-de-Camp, 22 October 1963. Died in Hamilton, 27 September 2009. RCAF photo PL-31914 (ex UK-14049 dated 18 August 1944) shows three captains of No.427 Squadron - F/L Murray Marshall (Lancaster, Ontario), S/L Nneville Murray, DFC (Port of Trinidad), and

P/O Jack Wood (Vancouver). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation forwarded from squadron, date uncertain but apparently early July 1944 when he had flown 32 sorties (157 hours 10 minutes).

This captain has completed thirty-one operational bombing sorties against the enemy, eight of which have been on major targets. He has shown outstanding ability and courage during these operations. His keenness and devotion to duty have at all times been of a very high order.

The sortie list was as follows:

19 May 1944 - Le Clipon (3.20)
24 May 1944 - Aachen (5.30)
27 May 1944 - Bourg Leopold (5.35)
31 May 1944 - Au Fevre (5.25)
4 June 1944 - Calais (3.25)
5 June 1944 - Franceville (6.05)
6 June 1944 - Conde sur Noireau (5.30)
8 June 1944 - Mayennes (6.10)
12 June 1944 - Arras (4.35)
14 June 1944 - Cambrai (4.35)
15 June 1944 - Boulogne (4.10)
16 June 1944 - Sautrecourt (4.05)
17 June 1944 - Neuville (4.00)
24 June 1944 - Bonnetit (4.00)
25 June 1944 - Gorenflos (4.45)
27 June 1944 - Wizernes (3.35)
28 June 1944 - Metz (7.15)
12 July 1944 - Acquet (5.15)
14 July 1944 - Anderbelck (3.40)
18 July 1944 - Wesseling (5.50)
20 July 1944 - Grand Bois (4.10)
23 July 1944 - Donges (6.10)
25 July 1944 - Stuttgart (8.40)
28 July 1944 - Hamburg (6.05)
31 July 1944 - Conquereaux (4.25)
3 August 1944 - Nieppe (4.20)
5 August 1944 - St. Leu d'Esserent (4.35)
7 August 1944 - La Hogue (4.30)
9 August 1944 - La Neuville (4.35)
12 August 1944 - Brunswick (6.10)

13 August 1944 - Gardening (6.45)

The following appeared in the **Globe and Mail** of 11 November 2009:

Group Captain Murray Marshall learned to fly as a teenager in the Second World War and shared his enthusiasm with hundreds of young air force pilots over a 23-year career. A quiet individual, he seldom spoke of his war years and referred to himself as a dull man. Dull or not, he brought his aircrew safely home after every mission through the deadly summer of 1944.

Murray Marshall was born in 1921 in Ancaster, Ont., northwest of Hamilton, the 10th child of a prominent farm family that had lived in the area for almost a century. He earned his Royal Canadian Air Force pilot's wings a year after graduating from high school and, by his 20th birthday, he was teaching teenage recruits to fly over the fields of southwestern Ontario. In 1943, he was assigned to the RCAF's 427 Squadron in England and switched from two-seater, single-engine Harvards to huge four-engine Halifax bombers that carried seven crew and 6,000 kilograms of bombs. The skies above Britain's airbases were crowded with beginner and veteran pilots and conversion unit training mishaps often added to the RCAF's high casualty lists. Bomber crews serving overseas had a 50-per-cent survival rate.

During the Halifax course, 20-year-old Nick Markin joined Mr. Marshall's crew as the mid-upper gunner. He remembers his tall flight lieutenant as a very quiet, very calm pilot. Nothing seemed to phase him. When a tail control snapped during takeoff, the 21-metre-long plane swerved dangerously off the runway into a field, but Mr. Marshall's reaction was typically low key. "I wonder what caused that", he asked casually when the plane came to rest. "We were glad we had him", said Mr. Markin, 87, of Port Coquitlam, B.C., "He brought us home every time". While pilots normally hand picked their entire crew, Mr. Marshall was assigned a British radio operator who had experienced two fiery crashes and was suffering from bad nerves. Worried that the man would be charged with lack of moral fibre for what would today be recognized as post-traumatic stress, Mr. Marshall quietly talked him through the panic attacks of nausea and shaking that accompanied every takeoff and landing.

On April 26, 1944, the night before his 23rd birthday, Mr. Marshall made his first bombing flight with the RCAF 427 Squadron out of Leeming, North Yorkshire. The flights were usually eight hours long, starting and ending over the English Channel, a body of water that held no appeal for Mr. Marshall. Near the end of his tour, he won the Distinguished Flying Cross for the skill he showed in bringing his badly damaged Halifax home rather than ditching it in the sea. He held the plane steady while the crew members decided if they should bail out, his daughter

Susan said. In the end, they stayed with the plane, she said. But Dad had no intention of jumping. He hated cold water. Typically, he attributed his survival to the skill of his crew. He told his wife Dorothy that navigator Mac McLeod was the one who always got them home. Even when they were flying on fumes with no oil and all shot up, Mac found their way back. Mrs. Marshall said her husband told her that the crew members always peed on the plane's back wheel for good luck before takeoff. Mr. Markin credits Mr. Marshall's skill with the survival of the crew and its Halifax through 37 missions, mostly over Germany and France. He was very clever. When the search lights came on, he was able to take evasive action like no one else. During one flight, the bomber kept bumping up slightly and settling back down. We didn't even know what was causing it until we got back home. There were 113 holes in the fuselage from ack-ack [anti-aircraft fire]. The summer weather of 1944 made for clear flying and Mr. Marshall's crew flew so regularly that they fulfilled their quota of missions by September. One assignment was to bomb German positions prior to the Normandy invasion, during which 150,000 Allied soldiers landed in France on the first day.

That fall Mr. Marshall returned to flight instructor duties in Canada and, before his next overseas tour started, the war was over. By Christmas 1945, he had returned to civilian life and his father's potato farm. He began courting Dorothy Gleed, a registered nurse at Hamilton's Veterans Hospital, whom he had met in high school. They married in early 1948 and bought a potato farm of their own north of Waterdown, Ont.

Mr. Marshall seldom spoke of his wartime experiences, but he was not finished with the RCAF. He joined Hamilton's 424 auxiliary Tiger squadron and spent the next 18 years flying a range of fighters, including Harvards, Mustangs and the T-133 Silver Star training jet. By 1953 he was the squadron's commanding officer and, in 1960, was promoted to commander of 16 Wing, which administered a number of local reserve squadrons including the 424. Administrative duties took up two nights a week and his reward was a Saturday or Sunday in the sky. Mrs. Marshall said that her husband's reserve duties once got them better phone service after an RCAF emergency call was blocked by a local operator. There were 15 people on our party line and late one night the operator wouldn't put a call through for fear of waking everyone up (if all the telephones rang). The air force had a private line installed in the Marshall home the next day.

Summer was a busy time for a potato farmer, so Mr. Marshall usually missed extended military exercises in the warm months, but he had no excuse to skip a winter survival course in 1962 near Fort St. John in northeastern British Columbia. Dropped off in dangerously cold weather with only a survival kit, the small group of pilots were contemplating a miserable night when they stumbled across an isolated homestead. The family took them in and fed them before they

resumed roughing it the following day. George Stewart, a veteran fighter pilot and fellow reservist, remembers his former commander fondly. Everyone liked him. He wasn't a braggadocio kind. Murray was a great, regular guy. A very good pilot. A great competitor. A good leader.

That skill and competitive nature contributed in 1953 to the success of the 424 in the air force's annual gunnery competition. Mr. Marshall and Mr. Stewart were part of the five-man team that won the MacBrien Trophy in their P51 Mustangs, beating out the country's best regular-force fighter pilots. Their green single-prop fighters carried the squadron's distinctive logo of a tiger ready to pounce out of Mount Hope, the 424's hilltop base. Susan Marshall grew up used to seeing her farmer father in uniform as he moved back and forth between his fields and the air base. I remember going to change-of-command ceremonies and taking the salute at the cenotaph on Remembrance Day. He had his air force, but I was more interested in my horse shows. Those special-occasion duties continued long after he retired from the RCAF in 1964 when 424 Squadron was disbanded. The family joke was that when dad had to take the salute, mom had to put him on a diet so that his uniform would fit, Susan said. After his air force retirement, he bought a share in a private plane and continued to fly until age 66.

One of his proudest duties was a four-year appointment as an honorary aide-de-camp to Governor-General Georges Vanier whenever royal duties brought the GG or royal visitors to the Hamilton area. He attended the Queen during her 1959 visit. Despite his senior rank and personal success, Mr. Marshall never forgot the needs of other veterans. For 30 years he worked with the Ontario chapter of the RCAF Benevolent Fund, a volunteer organization that provided financial assistance and counselling to airmen and women who had fallen on hard times. Fifteen of those years were as provincial chair. As quiet a veteran as he was, he liked the camaraderie of other servicemen. He was a regular at the Royal Hamilton Military Institute, a donor to the Warplane Heritage Museum and a keen member of the Halifax Bomber Association that recovered a crashed Halifax bomber in 1995. After 350,000 hours of volunteer time, the Halifax, shot down in Norway in 1945, went on display at Trenton's National Air Force Museum. Suffering from Parkinson's disease, cancer and a broken hip in recent years, Mr. Marshall talked of taking one last look at his beloved Halifax but he never got the opportunity. So he watched the sky instead. To Mrs. Marshall, her husband's affection for flying was clear. He loved the clouds, loved to do aerobatics through them. Even when he was sick, he would look at them and say he wished he was barreling through them.

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MARSHALL, F/O Norman William (J85583) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 25 September 1917 in Toronto; home in Detroit, Michigan; enlisted in Windsor, Ontario, 4 May 1942 and posted to No.1 Manning Depot. To No.4 Manning Depot, 25 May 1942. To No.5 Manning Depot, 7 August 1942. To No.3 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942; to No.4 AOS, 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 24 March 1944. Promoted Flying Officer, 24 September 1944. Repatriated 21 December 1944. To No.1 Air Command, 14 January 1945. To No.1 Central Navigation School, 9 March 1945. To Release Centre, 18 September 1945. Retired 25 September 1945. Medal presented 27 May 1949.

Throughout his operational tour this officer has displayed outstanding courage and determination. He has participated in many attacks against heavily defended targets including Berlin, Essen and Dusseldorf. On one occasion during a mission to Berlin in March 1944, his aircraft was illuminated by searchlights for fifteen minutes. Although evasive action was taken, anti-aircraft fire was most intense and the aircraft was damaged. Despite poor visibility and high winds Flying Officer Marshall gave his pilot valuable assistance in locating the target and it was successfully attacked. His outstanding technical skill and initiative have largely contributed to the success of many operations.

The original recommendation (DHH file 181.009 D.1633, National Library and Archives RG.24 Volume 20603) was drafted 10 October 1944 by S/L L.P. Dupuis when Marshall had flown 36 sorties (188 hours 30 minutes). Sortie list and submission as follows:

20 February 1944 - Stuttgart (8.35)
1 March 1944 - Stuttgart (7.15)
6 March 1944 - Trappes (5.00)
7 March 1944 - Le Mans (5.10)
22 March 1944 - Frankfurt (6.00)
24 March 1944 - Berlin (7.30)
26 March 1944 - Essen (5.25)
30 March 1944 - Nuremburg (8.00)
9 April 1944 - Villeneuve St. Georges (5.20)
10 April 1944 - Ghent (3.45)
18 April 1944 - Noisy-le-Sec (5.50)
20 April 1944 - Lens (4.30)
22 April 1944 - Dusseldorf (5.00)
24 April 1944 - Karlsruhe (6.45)
26 April 1944 - Essen (5.00)
27 April 1944 - Aulnoye (4.30)
30 April 1944 - Somain (4.30)

19 May 1944 - Noulieu (4.10)
27 May 1944 - Bourg Leopold (4.40)
31 May 1944 - Au Fevre (2.50, duty not carried out)
2 June 1944 - Neufchatel (4.00)
6 June 1944 - Coutances (4.45)
7 June 1944 - Acheres (4.45)
10 June 1944 - Versailles (5.20)
12 June 1944 - Cambrai (5.05)
15 June 1944 - Boulogne (3.55)
16 June 1944 - Sautrecourt (4.20)
21 June 1944 - St. Martin (4.00)
7 July 1944 - Caen (4.20)
15 July 1944 - Nucourt (4.50)
12 August 1944 - Foret de Montrichard (5.35)
14 August 1944 - Bons Tassilly (4.20)
18 August 1944 - Connantre (6.15)
3 September 1944 - Volkel (3.45)
9 September 1944 - Le Havre (4.10)
10 September 1944 - Le Havre (4.45)
11 September 1944 - Castrop Rauxel (5.00)

As navigator on a bomber, Pilot Officer Marshall has recently completed a tour of operations over the heavily defended targets of Berlin, Stuttgart, Essen, Frankfurt, Nuremberg, Karlsruhe, Dusseldorf and Castrop Rauxel.

On one occasion when attacking Berlin on March 24th, 1944, the aircraft of which Pilot Officer Marshall was navigator was coned by searchlights. Evasive action was taken, but despite this, the aircraft remained coned for fifteen minutes. The visibility was very poor and high winds were tending to drive the aircraft off track. The flak was intense. One piece of flak tore a large hole in the nose of the aircraft.

Determined to bring the aircraft to the target, Pilot Officer Marshall was obliged to tie his equipment to the work table. The run in to the target was made and successful bombing was carried out.

The indomitable courage displayed by the navigator on this occasion characterized his navigational prowess throughout the whole tour. His outstanding devotion to duty is worthy of the highest praise.

In recognition of his outstanding efficiency and bravery, I strongly recommend Pilot Officer Marshall for the non-immediate award of the Distinguished Flying Cross.

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MARSHALL, F/O Robert George (J19504) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 23 October 1921 in Melancthon, Ontario; home there; enlisted Toronto, 23 October 1940. To No.1 WS, 6 December 1940; promoted LAC, 8 January 1941; graduated 27 April 1941 and posted next day to No.4 BGS; graduated and promoted Sergeant, 26 May 1941. Posted next day to Embarkation Depot. To RAF overseas, 18 June 1941. Promoted Flight Sergeant, 26 November 1941. Promoted WO2, 6 November 1942. Commissioned 12 November 1943. Promoted Flying Officer, 12 May 1944. Repatriated 18 October 1944. To No.4 BGS, 6 December 1944. Retired 2 February 1945. Cited with F/L R.E. Curtis (RCAF, awarded DSO), F/O Dougal A. McGillivray (RCAF, awarded DSO) F/L Hugh F. Smith (RCAF, awarded DFC), F/O Charles F. Wattie (RCAF, awarded DFC) and Sergeant J.D. Rose (RAF, awarded DFM). Notwithstanding the citation, the incident described was 12 September (not August) 1944.

These officers and Sergeant Rose have participated in a very large number of sorties and have displayed skill, courage and devotion to duty worthy of the highest praise. In August 1944, they were members of the crew of an aircraft detailed to attack Dortmund. Whilst on the bombing run the aircraft came under heavy anti-aircraft fire and was hit. Flight Lieutenant Curtis was wounded in the head. Despite the severity of his injury, this brave pilot remained at the controls and pressed home his attack. Not until the task was accomplished did he ask for assistance. He afterwards collapsed and was placed in the rest position. Flying Officer McGillivray, the air bomber, then took over the controls and kept the aircraft on a course for home. During the return flight his comrades, Flight Lieutenant Smith, Flying Officers Marshall and Wattie and Sergeant Rose set a fine example of coolness and co-operation and did everything within their power to assist in flying the aircraft home. Eventually an airfield was reached. Although he had never previously landed an aircraft, Flying Officer McGillivray succeeded in bringing it down, being greatly assisted by the advice and directions of Sergeant Rose, the flight engineer. These members of aircraft crew displayed rare determination and great courage in perilous circumstances. Flight Lieutenant Curtis had sustained a compound fracture of the skull. Until the time he became incapable of further action he had displayed the courage and tenacity of a fine leader.

DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 15 September 1944 when he had flown 52 sorties (348 hours 35 minutes). These began with two sorties from Malta before continuing to Egypt, followed by 34 sorties with No.148 Squadron (25 June to 24 September 1942) and 21 sorties with No.428 Squadron (5 July to 12 September 1944). Sortie list and submission as follows:

30 March 1942 - Catania (3.45, with No.2 METS)
31 March 1942 - Catania (3.00, with No.2 METS)
5 April 1942 - Malta to Egypt (8.10)
25 June 1942 - Detna (3.30)
27 June 1942 - Detna (4.45)
29 June 1942 - Fuka (5.05)
1 July 1942 - Detna (4.35)
3 July 1942 - El Daba (4.10)
5 July 1942 - El Daba (5.15)
9 July 1942 - Tobruk (8.00)
10 July 1942 - Tobruk (8.25)
14 July 1942 - Tobruk (8.20)
16 July 1942 - Tobruk (8.05)
10 July 1942 - Tobruk (8.25)
14 July 1942 - Tobruk (8.20)
16 July 1942 - Tobruk (8.00)
18 July 1942 - Tobruk (8.10)
21 July 1942 - Tobruk (8.25)
23 July 1942 - Fuka (5.25)
25 July 1942 - Herkaktion (7,55)
27 July 1942 - Tobruk (7.15)
29 July 1942 - Tobruk (7.30)
31 July 1942 - Tobruk (8.00)
2 August 1942 - Tobruk (8.15)
4 August 1942 - Tobruk (8.20)
6 August 1942 - Tobruk (8.00)
6 August 1942 - Fuka (5.05)
11 August 1942 - Mersa Matruh (5.55)
19 August 1942 - Tobruk (6.45)
23 August 1942 - Fuka (3.15)
26 August 1942 - Fuka (4.15)
29 August 1942 - Fuka (3.35)
31 August 1942 - Fuka (4.10)
31 August 1942 - Fuka (3.25)
3 September 1942 - Fuka (2.55)
6 September 1942 - Tobruk (6.35)
9 September 1942 - Tobruk (6.50)
13 September 1942 - Tobruk (7.20)
19 September 1942 - Tobruk (7.00)
24 September 1942 - Sidi Baranni (4.40)
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3 July 1944 - Gardening (6.35)
18 July 1944 - Wesseling (6.15)

20 July 1944 - L'Hey (3.45, day)
23 July 1944 - Kiel (5.35)
24 July 1944 - Stuttgart (9.20)
25 July 1944 - Stuttgart (9.10)
28 July 1944 - Hamburg (5.20)
3 August 1944 - Bois de Casson (4.55, day)
4 August 1944 - Bois de Casson (4.30, day)
5 August 1944 - St. Leu (5.30, day)
7 August 1944 - Mer de Magna (4.50)
9 August 1944 - Coulouvillers (4.25, day)
10 August 1944 - La Pallice (6.55)
12 August 1944 - Brunswick (6.00)
14 August 1944 - Falaise (4.55, day)
15 August 1944 - Soesterburg (3.55, day)
25 August 1944 - Russelheim (9.00)
27 August 1944 - Mimeyceques (3.55, day)
29 August 1944 - Stettin (10.00)
6 September 1944 - Emden (4.05)
12 September 1944 - Dortmund (5.20)

Flying Officer Marshall has completed two tours of operations as an Air Gunner and has completed sorties on many major targets. He has shown exceptional skill and determination and a keen desire to serve. On 12th August [sic] during the attack on Dortmund his pilot was dangerously wounded and the rear gunner killed by heavy flak. Flying Officer retained his coolness in the face of danger and cooperated with the crew in aiding the bomb aimer pilot the aircraft back to England.

For his all-around efficiency, coolness and courage, I recommend the non-immediate award of the Distinguished Flying Cross.

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MARSHALL, F/O Stuart Allan (J28750) - **Mention in Despatches** - No.417 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in Yorkton, Saskatchewan, 10 August 1921; home in Peterborough, Ontario; enlisted in Toronto, 23 May 1942. To No.1 Manning Depot, 11 August 1942. To No.6 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942 but not posted to No.12 EFTS until 26 January 1943; graduated 3 April 1943 when posted to No.1 SFTS; graduated and commissioned, 23 July 1943. To "Y" Depot, 6 August 1943. Taken on strength of No.3 PRC overseas, 8 October 1943; promoted Flying Officer, 23 January 1944; to Italy in August 1944; repatriated to Canada, 7 August 1945; to Mountain View, 17 September 1945; demobilized September 1945. Rejoined postwar RCAF as pilot and Flying Officer, 8

November 1948 (17702), serving with No.413 (Photo) Squadron and in public relations duties; promoted Flight Lieutenant, 1 June 1952; awarded Queen's Coronation Medal, 23 October 1953 while with Canadian Joint Staff (Washington). Returned to aircrew duty again, October 1954; killed in the crash of a CF-100, Kinross, Michigan during an air show, 19 May 1956 (Mo.428 Squadron at the time). RCAF photo PL-41309 (ex UK-17817 dated 6 January 1945) shows him with No.417 Squadron. RCAF photo PL-60344 (ex UK-20074 dated 30 March 1945) is captioned as follows - "Pilots of the RCAF City of Windsor Spitfire Squadron keep their shooting eye in with plenty of rifle and revolver practice on the beach near their advanced airfield on the Adriatic front, where they are engaged in strafing and dive-bombing operations in support of the Eighth Army. Aiming the rifle is F/L A.J.A. Bryan (Monterrey, N.L., Mexico). Reloading a revolver behind him is F/O S.A.Marshall (Peterborough, Ontario)". PL-60685 (ex UK-21999 dated 7 June 1945) shows several members of No.417 Squadron with their dates for a day, starting a water taxi tour in Venice; clockwise, from 7 o'clock to 5 o'clock they are F/O D.J. Love (Winnipeg), F/O B.F. Johnston (Montreal), F/O Al Marshall (Peterborough), F/L L.J. Doucet (Vancouver, adjutant), F/O D.W. Lambie (Montreal), F/L R.W. Nickerson (Moncton), S/L Dave Goldberg (Windsor, Ontario) and F/O C.E. "Chuck" Holdway (Montreal).

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MARSHALL, LAC William Edward (R12020A) - **Mention in Despatches** - No.432 Squadron (also identified with Station Eastmoor) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1768/45 dated 23 November 1945. Born 31 July 1918. Home in Regina; enlisted there 17 December 1936 as Aero Engine Mechanic. Appears to have left the service at uncertain date. Re-enlisted 15 August 1941 and posted to No.1 Manning Depot. To "E", 20 August 1941. To Technical Training School, 12 September 1941. Promoted AC1, 17 January 1942. To No.2 BGS, 25 February 1942. Promoted LAC, 1 July 1942. To "Y" Depot, 4 March 1943. To RAF overseas, 27 March 1943. Repatriated 23 July 1945. Retired 8 September 1945. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945 stating he had served 18 months in Canada, 21 months overseas. Fitter IIE.

This airman has spared neither time nor effort to do an excellent job of work. By his cheerfulness under all circumstances and high sense of duty to his section, he has encouraged his comrades to greater efforts.

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MARSHALL, S/L William Leslie (C3373) - **Mention in Despatches** - Station Linton - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Enlisted in Toronto, 9 December 1940 in Administration Branch. Served initially at Technical Training School. To "Y" Depot, 11 July 1942. Promoted Flight Lieutenant, 15 December 1941. Promoted Squadron Leader, 1 October 1942. Repatriated 31 March 1945. Retired 31 May 1945. No citation in AFRO which also gives unit only as "Overseas". Station

Administrative Officer. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 14 February 1944.

After a year and a half of noteworthy service at Technical Training School, St.Thomas, Ontario, Squadron Leader Marshall was posted in July 1942. He served three months as Adjutant of No.409 (RCAF) Squadron and subsequently assumed the duties of Station Adjutant and Squadron Leader Administrative at RCAF Station Dunsfold. Upon the entry of Eastmoor into No.6 (RCAF) Group in May 1943, he assumed the duties of Senior Administrative Officer there, and by his zeal, energy and efficient performance of his duties, which have been far in excess of normal requirements, played a vital part in building up a smooth running and effective station organization. Since December 4th he has performed similar duties at Linton. A very loyal and hardworking officer.

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MARTEL, F/O Albert Joseph (J88173) - **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 18 July 1921 in St.Boniface, Manitoba; home there (sheet metal worker); enlisted in Winnipeg, 30 June 1942. Granted Leave Without Pay until 13 October 1942 when posted to No.2 Manning Depot. To No.10 SFTS (guard duty), 22 November 1942 to uncertain date. To No.7 ITS, date uncertain; graduated and promoted LAC, 16 April 1943; posted next day to No.6 EFTS; graduated 11 June 1943 and posted next day to No.10 SFTS; graduated and promoted Sergeant, 15 October 1943; to "Y" Depot, 16 October 1943; taken on strength of No.3 PRC, 21 October 1943. Commissioned 14 July 1944. Promoted Flying Officer, 14 January 1945. Repatriated 23 March 1945. To Central Flying School, 18 May 1945. To No.6 OTU, 5 July 1945. Retired 23 February 1946. Postwar with Trans-Canada Airlines. Re-engaged with RCAF as Chipmunk instructor at Trenton, 1 November 1950. Retired again 31 March 1958. Medal presented by Governor General at Government House, 7 November 1949. Photo PL-48156 shows him at Government House after investiture (with F/O J.W. Singer, on right); both were then employed by Trans-Canada Airlines. PL-48181 shows him after investiture with his wife. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1731 (PAC RG.24 Vol.20608) has recommendation dated 10 January 1945, when he had flown 27 sorties (158 hours 25 minutes):

On October 28th, 1944, Flying Officer Martel and his crew were detailed to take part in a daylight raid over Cologne, Germany.

Shortly after setting course, trouble developed in the port inner engine. Attempts were made to rectify the trouble but the gauges indicated that it was dangerous to operate it further. The pilot was forced to feather the engine. Determined to drive home a successful attack, he decided to carry on to the target on three engines.

The height from which the crew had been briefed to bomb was 21,000 feet. When the port inner engine was feathered, height was gradually lost. The target was bombed on time from 15,000 feet. On the trip to base, the port outer developed trouble. It could not do more than 1,800 revs per minute. Despite this fact, Flying Officer Martel completed the trip back to base successfully.

In times of stress, this officer's cool efficiency and unflinching devotion to duty have been a constant source of encouragement and confidence to the other members of his crew.

On many other sorties he has met with serious difficulties far inside enemy territory but this outstanding leader's exceptional airmanship and cool determination have always permitted him to successfully complete his missions.

From a Dave Brown column, Ottawa **Citizen**, 11 November 2012; Martel was then in the Perley Veterans Home, Ottawa.

It's Oct. 28, 1944, and we are invited to join pilot officer Albert Joseph "Al" Martel and the crew of a Halifax bomber on a daylight raid on Cologne, Germany.

Al Martel has reached an age where he doesn't fully trust his memory, so the kitchen table of his home near the Ottawa airport is covered with logbooks, albums and official military records. Wife Heidi is also at the table. She can find the records faster than he can.

The four-engine Halifax carries a crew of seven, including the pilot, and this crew is known as lucky. They are on their 27th mission and so far haven't lost a man, or even had one wounded. It has earned the pilot an unofficial title — "The Natural."

The heavily laden bomber leaves base in England and claws its way up to cruising level above Europe. Just as it settles in for the ride, the port inner engine acts up. Attempts are made to fix the problem, but the gauges say it's dangerous to keep the engine operating. Al Martel makes the decision to shut it down.

The Halifax can fly on three engines, but with the heavy bomb load it will bleed altitude. If there are no more mechanical problems, they can make it to the target, but will be well below the main bomber stream. It means flying low in daylight over a heavily defended target, and in danger of being hit by bombs being dropped from above. Those are grounds to scrub the mission and return to base.

A loaded bomber is not a democracy, and the decision is the captain's alone. Hang on, he says. We're going.

By the time we reach the target, bouncing through a sky filled with exploding shells, we're 6,000 feet below the main bomber stream. Captain Martel orders all available eyes to scan for danger from above. He's counting on his flying skills to duck.

The lower and slower aircraft attracts the attention of gunners on the ground, and the hail of upward explosives thickens. The captain concentrates on flying, and keeps giving orders. The bombs drop and the aircraft, as if knowing the danger, tries to climb. It isn't allowed to. The pilot, to complete the mission, now has to fly straight and level for almost a minute while cameras on the Halifax record the drop. Every instinct of every person on the plane is screaming to forget the filming. Even the captain feels it, but he holds course and all are silent.

At last we clear the target area and the flak thins, and the captain turns for home and starts trying for altitude. Problem.

The port outer engine starts to act up. It can't produce full power, and the craft once again starts to lose altitude. The captain tells the crew to prepare to visit France. It's still occupied, but they have an advantage. They are members of 425 "Alouette" Squadron. French Canadians. Language won't be a problem.

Over France, it's decision time again. The altitude loss wasn't as severe as expected. The captain alerts the crew that he is going to try for the English Channel. Their chances of avoiding capture are better, but the odds of surviving in the cold sea are off-putting.

Flying low over the Channel, the captain decides to try for an emergency strip on the British side. The strip comes into view with emergency vehicles lining both sides. They aren't needed. Captain Martel sets the craft down, smooth as silk. Mechanics get to work on the balky engines. With repairs made and a little daylight remaining, the captain decides to take the repaired craft back to home base.

Flying officer Martel won the Distinguished Flying Cross. The RCAF motto is: Through adversity to the stars. In this case, he flew through adversity to the target — and back.

He was 23.

The crew was together through their active service and completed 33 missions, without a scratch. As for fear, the elderly Manitoba native who was "The Natural"

says: "If you had it, you couldn't show it. The pilot is the boss and has to generate trust."

After the war, he joined Trans Canada Airlines (Air Canada) and wound up in management. He worked his way up. Along the way, he met a TCA sky goddess (hostess) from Montreal, named Heidi. They married and had two daughters.

He was a natural at golf, too, and says of war: "You had to be damned lucky."

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MARTELL, F/O Herman (J12983) - **Mention in Despatches** - No.10 (BR) Squadron - Award effective 3 November 1944 as per **Canada Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born in Russia, 8 February 1911. Home in Edmonton; enlisted there 4 July 1941. To No.2 Manning Depot, 3 August 1941. To No.34 SFTS as guard, 9 October 1941. To No.4 ITS, 22 November 1941; graduated and promoted LAC, 18 January 1942 when posted to No.2 AOS; graduated 25 April 1942 when posted to No.8 BGS; graduated 6 June 1942 when posted to No.1 ANS; graduated and commissioned, 20 July 1942. To Halifax, 21 July 1942. To No.10 (BR) Squadron, 16 September 1942. Promoted Flying Officer, 20 January 1943. Promoted Flight Lieutenant, 4 August 1944. To Transport Conversion Squadron, 9 December 1944. To No.6 OTU, 14 September 1945. To No.1 Release Centre, 16 March 1946. Retired 24 March 1946.

This officer, in many hours of operational flying in the North Atlantic area under all weather conditions, has consistently shown keenness and skill in navigation. His ability and steadiness have played a major part in the successful completion of many sorties and have been an inspiration and example to all members of his squadron.

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MARTIN, FS Andre Eugene (Can 2426) - **Mention in Despatches** - No.14 Squadron (Canada) - Award effective 1 January 1944 as per **Canada Gazette** and **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 9 June 1913, St.Claude, Manitoba (RCAF press release 2659 announcing award). Enlisted in Winnipeg, 10 June 1938. Classified as Aero Engine Mechanic, 1 July 1939. Promoted LAC, 1 July 1939. Promoted Corporal, 1 February 1940. Promoted Sergeant, 15 October 1940. To No.6 BGS, 17 February 1941. Promoted Flight Sergeant, 1 July 1941. To No.14 (F) Squadron, 5 January 1942. To No.13 SFTS, 9 April 1942. Returned to No.14 (F) Squadron, 31 July 1942. Promoted WO2, date uncertain. To "Y" Depot, Lachine, 12 January 1944. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944. Repatriated to Canada, 7 August 1945. To No.1 Air Command, 15 August 1945. Reverted to Sergeant in postwar RCAF, 1 October 1946. Classified as Master Mechanic, 1 October 1947. Promoted Flight Sergeant, 1 November 1947. Promoted WO2, 1 April 1951. Died 12 April

1999 in Belleville, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1999.

Flight Sergeant as NCO in charge, organized, trained and directed a maintenance section required for a type of aircraft entirely new to him and to those under him. He has personally set an example of cheerful efficiency under most difficult conditions.

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MARTIN, F/O Anthony Arthur (J17876) - **Air Medal and Six Oak Leaf Clusters (United States)** - 9th USAAF - Award effective 20 June 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 29 September 1918. Home in Squamish, British Columbia; enlisted in Vancouver, 24 January 1941 and posted to No.2 Manning Depot. To No.2 BGS, 21 February 1941 (guard duty). To No.2 WS, 29 March 1941. Promoted LAC, 1 June 1941. To No.5 BGS, 15 August 1941; graduated and promoted Sergeant, 15 September 1941. To Embarkation Depot, 16 September 1941. To RAF overseas, 4 October 1941. Promoted Flight Sergeant, 15 March 1942. Commissioned 3 December 1942. Promoted Flying Officer, 3 June 1943. Repatriated 8 September 1943. To "A", 7 October 1943. To No.34 OTU, 3 December 1943. Promoted Flight Lieutenant, 3 December 1943. To Patricia Bay, 20 March 1944. To No.5 OTU, 31 March 1944. To No.8 Release Centre, 12 July 1945. Retired 18 July 1945. 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 ten operational missions, each of less than 2 1/2 hours duration."

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

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

Same order awards third Oak Leaf Cluster for "...having participated in five operational missions, each of 2 1/2 hours or more duration."

Same order awards fourth Oak Leaf Cluster for "...having participated in five operational missions, each of 2 1/2 hours or more duration."

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

Same order awards sixth 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."

MARTIN, F/O Anthony Arthur (J17876) - **Distinguished Flying Cross (United States)** - 9th USAAF - Award effective 20 June 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. 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 extraordinary achievement while participating in aerial flights. While attached to the Ninth United States Air Force as a radio-gunner in a B-25 bomber he completed 51 combat missions totaling 129 combat hours during the Allied drive from El Alamein to Tunisia, and in operations connected with the Islands of Pantellaria, Lampadusa and Sicily. On one occasion while on a combat flight the plane in which he was flying hit some turbulent air causing one bomb to fall through the bomb-bay doors and explode and leaving another bomb hanging by one shackle, thus endangering the plane and crew. Sergeant Martin climbed down into the bomb-bay and replaced the safety pin in this bomb thus making a safe landing possible. Through his devotion to duty and courageous efforts he has contributed in a marked degree to the military successes in the Middle East.

RCAF Press Release 2326 dated 8 October 1943 provides more details:

Ottawa, Ontario - Fifty-three operational flights as wireless air-gunner without firing a single shot at the enemy is probably some sort of record. At any rate, that is the experience of Pilot Officer Anthony A. Martin of Squamish, British Columbia.

Martin recently returned to the United States after twelve months of continuous operations with an American squadron in Africa and Sicily. He saw action in all the major engagements which routed the Axis from their footholds in the Mediterranean. His squadron flew in cooperation with both the American First Army and the British Eighth Army; their B-25 bombers worked overtime at El Alamein, and dumped the last load of high explosives on fleeing Huns at Cap Bon.

Although Martin was trained in Canadian schools and went overseas with the RCAF, he was one of 25 Canadian gunners chosen to fly with American crews in American ships. He went to Africa in January 1942 and from that time until

September of this year, he had a part in every "do". Most of the main African targets, Pantellaria, Lampedusa, and Sicilian towns have felt the weight of his bombs. But throughout it all, his guns have remained silent.

Martin returned to America on September 12th with the crew of the famous "Desert Warrior", a veteran of 73 combat missions. He was the only Canadian aboard. His parents are Mr. and Mrs. Arthur D. Martin of Squamish, British Columbia.

Flying with Martin in his Mitchell bomber were Captain Ralph M. Lower, pilot from Seattle, Washington, Lieutenant C.O. Seaman, second pilot from Fresno, California; First Lieutenant F.F. Pond, navigator from San Antonio, Texas; First Lieutenant T.R. Tate, bombardier from Kentucky; Staff Sergeant J.P. Garafala, mid-upper gunner from New York City; and Master Sergeant J.R. Dawdy of San Antonio, Texas, the Crew Chief.

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MARTIN, F/O (now S/L) Branston Wilmott (C3173) - **Member, Order of the British Empire** - RCAF Overseas - Award as per **London Gazette** dated 1 October 1946 and AFRO 1059/46 dated 8 November 1946. Home in Kingston; enlisted in Ottawa, 6 November 1940 in Signals Branch with rank of Flying Officer and posted overseas. Missing, POW in Far East, 12 May 1942. Promoted Flight Lieutenant, 15 July 1942. Promoted Squadron Leader, 1 August 1943. Repatriated 27 November 1944 (not clear how he was released from captivity). To Moncton, 15 April 1945. To No.1 Technical Support Unit, 18 April 1945. To No.5 Radio School, 23 June 1945. To No.3 Release Centre, 15 August 1945. Retired to Kingston, 22 August 1945. Medal presented 19 November 1948. No citation with AFRO other than "...in recognition of gallant and distinguished services rendered during the period of operations against the Japanese in Malaya and the Netherlands East Indies, terminating in March, 1942." Public Records Office Air/8774, dealing with awards to personnel in the Far East, gives citation as presented to Air Ministry Honours and Awards Committee:

In December 1941, Flying Officer Martin was technical officer commanding a radar station on the east coast of Malaya, 100 miles north of Singapore. Despite great difficulties caused by tropical conditions, the unit reached a high pitch of operational efficiency, largely because of Flying Officer Martin's efforts. It was the first radar unit to plot the first enemy raid on Singapore, thereby giving almost an hour's warning of its approach. By 15th January, 1942, the enemy had advanced to within half a mile of the station, which sustained repeated low level machine gun and bombing attacks. Despite this, it continued to function until orders to withdraw were received. All the secret equipment was then removed intact, although the station was not a mobile one, and although most of the personnel, including Flying Officer Martin, were suffering from malaria or

dengue. On 9th February 1942 the station, now mobilized and re-erected at Tuas on Singapore Island, had again to be withdrawn before the Japanese advance. Flying Officer Martin completed this task and then, on his own initiative, returned with a volunteer party, to an area partly occupied by advanced enemy elements to destroy another radar installation. The party spent two hours at this work and withdrew safely. At the withdrawal from Tuas, the unit had been ordered to ensure speed by abandoning their masts but, by 12th February 1942, Flying Officer Martin was again able to report that the station was functioning at Tanah Merah Kechil on the south east side of Singapore Island. He had shown great ingenuity in devising aerials and feeders which were mounted on palm trees instead of masts. Shortly afterwards, the enemy landing at Changi necessitated a further withdrawal and Flying Officer Martin prepared to instal the unit at Fort Canning. While he was preparing the site and aerials, the army car park in which the technical vehicles had been left under guard was closely menaced by the enemy. Flying Officer Martin once more volunteered to take a party back into the danger area. This party reached the vehicles and spent a considerable time rendering the equipment useless to the enemy. Throughout the campaign and the later withdrawal from Singapore, this officer showed the utmost leadership, tenacity and devotion to duty.

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MARTIN, F/O Byron Le Verne (J86185) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 26 October 1919 in Port Arthur, Ontario; home there (labourer); enlisted there 15 July 1941. To No.2 Manning Depot, 19 September 1941. To No.4 ITS, 6 December 1941. Graduated and promoted LAC, 30 January 1942 when posted to No.5 Manning Depot. To No.3 WS, 14 February 1942; graduated 30 July 1942 and posted on 1 August 1942 to No.8 BGS; graduated and promoted Sergeanr, 31 August 1942. To No.32 OTU, 14 September 1942. To "Y" Depot, Halifax, 20 March 1943; to RAF overseas, 27 March 1943. Commissioned 5 May 1944. Promoted Flying Officer, 5 November 1944. Repatriated 4 September 1945. Released 17 October 1945. Photo PL-36297 is a portrait. Medal presented 22 February 1947. See also entry for Alexander Clibbery.

Flying Officer Martin has completed a successful tour of operations which has included attacks against such heavily defended targets as Kiel, Hamburg, Duisburg and Essen. He has proved himself to be a keen and skilful wireless operator. On the return flight from a mission against Essen in November 1944, a dinghy which had been adrift in the English Channel for four and a half hours was sighted. Flying Officer Martin promptly sent accurate information to a headquarters in England. This was maintained for nearly an hour until the petrol supply of his aircraft was running low. Owing to the exactness of the information sent the crew were rescued half an hour later by a destroyer. The splendid co-

operation, determination and devotion to duty displayed by this officer have been most commendable.

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MARTIN, LAC Charles (R223976) - **Medal of Merit, Second Class (Czechoslovakia)** - No.12 Communications Squadron - Award effective 2 November 1946 as per **Canada Gazette** of that date and AFRO 1075/46 dated 15 November 1946. Born 20 May 1920. Home in Edwards, Ontario; enlisted in Ottawa, 6 May 1943. Released 17 January 1947. Served in RCAF again, 15 December 1947 to 12 March 1970 (27354).

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MARTIN, Sergeant Douglas Christopher (R64125) - **Distinguished Flying Medal** - No.42 Squadron - Award effective 29 October 1941 as per **London Gazette** dated 4 November 1941 and AFRO 1340/41 dated 14 November 1941. Born 26 August 1920 in Brantford, Ontario; home there (student); enlisted in Hamilton, Ontario, 25 April 1940. To No.1 AOS, Rivers, 25 May 1940; graduated 18 August 1940 when posted to No.1 BGS; graduated and promoted Sergeant, 29 September 1940. To Trenton that date. To No.3 Manning Depot, 11 November 1940. To United Kingdom, 15 November 1940. Posted to No.42 Squadron, 30 November 1940, commencing operations 9 January 1941. Medal presented at Buckingham Palace, 24 March 1942. Commissioned 7 April 1942. Repatriated to Canada, 26 July 1942 to train as a pilot, but does not appear to have completed that; to Trenton, 13 August 1942; promoted Flying Officer, 7 October 1942; to Eastern Air Command, 31 October 1942; to No.162 (BR) Squadron, 2 November 1942. To Yarmouth, 6 October 1943. Promoted Flight Lieutenant, 1 August 1944. To No.4 Release Centre, 1 August 1945; released 4 September 1945. For photo see PL-4335 (ex UK-52); a picture of a Beaufort, taken at same time, is PL-4336.

Sergeant Martin has participated in twenty-three operational missions. In October 1941 he was observer of an aircraft which carried out an attack at dusk on enemy shipping off the Norwegian coast. A successful attack was carried out but in the heavy gunfire encountered, Sergeant Martin was wounded in the leg. He did not inform the pilot of his injuries, however, and successfully navigated the aircraft back to base without the aid of the air speed indicator which had been put out of action. This airman's courage in navigating the aircraft under difficult conditions and in spite of the pain from his wounds has set a magnificent example.

NOTE: Public Record Office Air 2/8462 has recommendation drafted 15 October 1941. It differs little from the above other than specifying that the date of the action was 14 October 1941 and that he had flown over 100 hours on operations.

MARTIN, F/L Douglas Christopher, DFM (J15312) - **Mention in Despatches** - Eastern Air Command Meteorological Flight - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945.

Flight Lieutenant Martin has been navigation leader of Eastern Air Command Meteorological Flight since its inception in October 1943. His perseverance and devotion to duty have made him one of those instrumental in the carrying out of the original plan and development of this unit. The organization ability he has displayed ensured the very high standard of navigation required to cope with the adverse weather conditions encountered. Flight Lieutenant Martin has contributed materially to the high unit morale and in addition to his other duties has compiled a great number of hours on meteorological flights.

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MARTIN, F/O (now F/L) Eld James (J7648) - **Mention in Despatches** - No.7 Squadron (Canada) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 2 October 1917 at Edmonton, Alberta (RCAF press release 2659 announcing award). Home in Prince Rupert. Enlisted in Calgary, 2 October 1917. To No.2 SFTS, 9 November 1940 (guard). To No.1 ITS, 3 January 1941; graduated and promoted LAC, 8 February 1941 when posted to No.7 EFTS; ceased training, 17 February 1941 and posted to No.1 Manning Depot; to No.4 AOS, 14 April 1941; to No.4 BGS, 7 July 1941. To No.2 ANS, 18 August 1941. Promoted Sergeant, 18 August 1941. Commissioned 15 September 1941; to No.32 OTU, date uncertain. Promoted Flying Officer, 1 April 1942. To No.7 Squadron, 23 March 1943. Promoted Flight Lieutenant, 31 August 1943. Released 20 September 1945. Appears to have died of natural causes soon after the war.

Flying Officer Martin is a skilled Navigator who has performed difficult tasks with accuracy and reliability. His keen interest in navigation has resulted in the development of a crew trainer which is of inestimable value to his unit. In addition he has at all times displayed energy and initiative of a high standard.

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MARTIN, Sergeant Emmerson Stanley (R97264) - **Mention in Despatches** - Womblton - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 11 February 1923. Home in Toronto; enlisted there 6 March 1941 in the trade of Clerk Stenographer (later Clerk Administration). Served at No.4 Wireless School, 7 July 1941 to 16 June 1943. Promoted Sergeant, 5 March 1943. To Britain, 15 July 1943. Repatriated 15 February 1946. Released 25 November 1946. Later worked for Trans-Canada Airlines. Recommended 16 May 1945. Clerk in station Orderly Room. No citation in AFRO; found in DHist file 181.002 D.225:

This non-commissioned officer was the NCO in charge Central Registry from April 1944 until the end of February 1945 when he was placed in charge of Station Headquarters Orderly Room. While in charge of Central Registry he showed great enthusiasm for his work in carrying out a change-over in the filing system from RAF procedure to the RCAF system and in maintaining a smoothly running section. After his transfer to the Orderly Room, Sergeant Martin again demonstrated his energy and leadership with the result that he has instilled a spirit of confidence and enthusiasm among his staff which is reflected in the present high morale and the good work which is being produced.

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MARTIN, F/L John Edward Ross (J2932) - **Distinguished Flying Cross** - No.10 Squadron (Canada) - since gone to No.5 OTU. Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 5 April 1918. Home in Winnipeg; enlisted there 16 April 1940. To No.1 ITS, 29 April 1940. To Winnipeg Flying Club, 23 May 1940; promoted LAC, 24 May 1940. To No.1 SFTS, 19 July 1940; (graduated 17 September 1940. To Prince Rupert, 4 November 1940. Commissioned 6 November 1940. To No.5 (BR) Squadron, 16 January 1941. To No.117 (BR) Squadron, 19 July 1942. Promoted Flying Officer, 1 October 1942. To Eastern Air Command Headquarters, 21 March 1943. To No.10 (BR) Squadron, 30 April 1943. To uncertain posting, 18 January 1944. To No.1 Composite Training School, 12 March 1944. To No.5 OTU, 5 July 1944. To No.168 (Heavy Transport) Squadron, 4 July 1944. To No.6 OTU, 6 June 1945. Promoted Squadron Leader, 1 October 1945. To Greenwood, date uncertain but still there as of 21 February 1946. To Release Centre, 23 July 1946; retired 25 July 1946. Later chief pilot for Canadian Breweries; founding member of Canadian Business Aircraft Association. Died in Edmonton, 22 April 1986 as per **Airforce Magazine** of July-August-September 1986. As of award had flown 1,762:15 hours, 1,009:10 operational hours (144 sorties). Medal presented 13 September 1947.

This officer on one occasion was carrying out a convoy escort under very poor weather conditions. Upon sighting a surfaced enemy submarine he immediately attacked, the explosive rolling the U-Boat over 45°. After this attack this officer's crew engaged the U-Boat with machine-gun fire in the face of heavy anti-aircraft fire. The U-Boat then settled under the surface and this officer carried out another good attack shortly after which a large oil patch appeared on the surface. At this time a second U-Boat was sighted on the surface. The enemy opened with heavy anti-aircraft fire and Flight Lieutenant Martin manoeuvred his aircraft to engage it to attack with all its guns at 1,200 yards. Since all depth charges were expended, no further attack could be carried out but the running battle was maintained until the U-Boat disappeared into a fog bank. In his many hours of operational flying this officer has proven himself to be a courageous and skilled pilot.

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MARTIN, F/O Joseph Carlton (J86938) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946.. Born 17 November 1915. Enlisted in Montreal, 2 December 1941 and posted to No.1 Manning Depot. To No.31 BGS, 21 December 1941 (guard duty). To No.4 WS, 6 June 1942; promoted LAC, 6 July 1942. To No.4 BGS, 27 December 1942; graduated and promoted Sergeant, 1 February 1943. To No.34 OTU, 5 February 1943. To "Y" Depot, 15 May 1943. To RAF overseas, 28 May 1943. Commissioned 14 May 1944. Promoted Flying Officer, 14 November 1944. Repatriated 2 August 1945. To No.4 Release Centre, 12 August 1945. Retired 10 October 1945.

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MARTIN, Sergeant (now P/O) Leonard Frank (R80349/C42277) - **Distinguished Flying Medal** - No.419 Squadron - Award effective 27 June 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 18 November 1922 in Winnipeg; home there (clerk, messenger boy); enlisted there 22 November 1940 as Airframe Mechanic and posted to No.2 Manning Depot, Brandon. To Technical Training School, 8 January 1941. Promoted AC1, 31 May 1941. To No.1 SFTS, 4 June 1941. Promoted LAC, 1 January 1942. To "Y" Depot, 20 April 1942. To RAF overseas, 30 April 1942; disembarked in Britain, 13 May 1942. To No.3071 Echelon, Catterick, 15 June 1942. To No.4 School of Technical Training, St Athan, Wales, 14 October 1942 for Flight Engineer course. To No.1659 Conversion Unit, 23 February 1943. To No.405 Squadron, 3 April 1943. To No.419 Squadron, 9 April 1943. Reclassified as Flight Engineer and promoted Sergeant, 8 February 1943. Promoted Flight Sergeant, 8 August 1943. Shot down, 16/17 September 1943 but evaded capture, reaching Gibraltar on 11 December 1943 and the United Kingdom on 15 January 1944. He had flown 22 sorties (145 operational hours). Commissioned 26 January 1944. Repatriated 3 February 1944. To Technical Training School, 3 April 1944. To No.5 OTU, 20 May 1944. Promoted Flying Officer, 26 July 1944. To Release Centre, 6 September 1945; retired 14 September 1945. Died in Winnipeg, 2 April 1995 as per **Legion Magazine** of September 1995. No published citation other than "In air operations this airman has displayed courage and fortitude of a high order." Ian Tavender records, in **The Distinguished Flying Medal Register for the Second World War** (London, Savanah Publications, 2000) the following recommendation dated 26 May 1944 as found in Public Record Office Air 2/9157.

Sergeant Martin took part in 23 attacks on the enemy prior to being reported missing on the night of the 16th September 1943. His aircraft was shot down by a night fighter on that night and Sergeant Martin landed by parachute in Northern France. He proceeded to walk home as detailed in M.I.9/S/P.G.(-)1704, arriving at Whitchurch on 17th January 1944. I consider that this Non-Commissioned Officer's gallantry while operating with this squadron and the persistence and ingenuity shown by him while making his escape fully merits the immediate award of the Distinguished Flying Medal.

Website "Lost Bombers" gives the following details of his being shot down. Halifax LW240 (VR-S), target Modane, 16/17 September 1943. Airborne at 1904 hours, 16 September 1943 from Middleton St.George. Homebound shot down by a night-fighter. Crew consisted of F/L A.N.Quaile, pilot (POW), Sergeant E.E.Bowden, RCAF (POW) Sergeant L.F.Martin, RCAF (evader), P/O L.E.Aspinall, RCAF (POW), P/O G.T.Graham, RCAF (evader, DFC), Flight Sergeant T.J.Bright (evader), F/O H.F.E.Smith, RCAF (evader, DFC), F/L B.L.Kenyon DFC (rear gunner, Squadron Gunnery Officer, on his 44th sortie.)

Report K78B dated 1 February 1944 provides a further account of his being shot down in the Lisieux area on the homeward flight of 16/17 September 1943:

About five minutes before the Halifax was due to cross the French coast on the return flight the Flight Engineer [Martin] left his seat and went to the astrodome, having just changed over to Nos.5 and 6 tanks. When he reached the astrodome he heard Monica giving a warning at a very rapid pace. The Halifax was flying straight and level at about 13,500 feet and the pilot asked whether anyone could see another aircraft. Almost immediately the enemy opened fire and as soon as he saw tracer Sergeant Martin had no difficulty in picking out the fighter which he recognized as a Ju.88. The enemy came up from below on the starboard quarters, crossed over the tail, the Rear Gunner got in one burst which scored hits on the starboard engine. Sergeant Martin saw flames break out in the wing and fuselage. When on the port beam the fighter leveled out for a few seconds and then turned on its starboard side and went straight down well alight. The Rear Gunner had not spoken during the attack, and the Halifax was undamaged, although some bullets had appeared to enter the nose.

About half a minute later Sergeant Martin saw white tracer coming from astern, level and slightly to port. He immediately called out, at the same instant as the Mid-Upper Gunner, "Dive to Port". The pilot did so at once but at the same moment shells hit them in the port wing smashing the aileron and starting fires close to both ends of the aileron which quickly spread as far forward as the tanks and appeared to be creeping towards the inner engine. Shells also entered the fuselage and one passed close to Sergeant Martin, destroying his escape kit and damaging one boot.

The pilot now leveled up the Halifax and gave the order to bale out. The Mid-Upper Gunner asked him to try and hold on for a little longer. He did so for about a minute and then repeated the order to abandon aircraft. Sergeant Martin heard the Rear Gunner ask the pilot to hold the Halifax level while he left the turret and came forward to the rear door. He [Martin] then left the astrodome. As he crossed the rear spar he saw the Mid-Upper Gunner leave. When he reached the door flames were streaming back past it from the wing. He left immediately,

rolling out on his side having removed his helmet. The slipstream seemed to catch him and shot him straight back under the tail. The parachute functioned well and he landed in trees on the edge of a forest near Fervaques. He remained suspended for about a hour until, by pulling on the cords, he managed to make the parachute slide off the tree tops. He fell about 30 feet, but the parachute broke his fall. He was unconscious for some time but was not seriously hurt.

Notes: He estimated that he had baled out at 18,000 feet. Following his evasion he could not be operationally employed in the same theater and so was repatriated. On 22 March 1944 he expressed interest in taking an American Engines course and also in Aeronautical drafting.

On 5 May 1944, W/C A. Marks, Commanding TTS St Thomas, wrote, in part, "Pilot Officer Martin has done much to encourage and uplift the morale of the early entrants of Flight Engineers and has proved to be of an industrious disposition but these factors alone do not appear to warrant his retention on the Establishment of the TTS. This officer, by reason on age and temperament, os not likely to settle down in the position of officer in charge training. He has the urge ti be up and doing in a sphere of operations and flying."

Assessed 29 August 1944 - "As an airmanship instructor (Engines) this officer carries out his duties to the best of his ability. His lecturing ability is rather weak, but should improve with experience. Recommended for promotion to Temporary Flying Officer in the service recommended.." (W/C H. Malkin, No.5 OTU).

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MARTIN, F/L Norman Victor St.Clair (J9514) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 19 May 1915. Home in Winnipeg; enlisted there 10 February 1941 and posted to No.2 Manning Depot. To No.6 BGS (guard duty), 9 March 1941. To No.2 ITS, 22 April 1941; graduated and promoted LAC, 27 May 1941; posted that date to No.2 EFTS. Ceased training and posted elsewhere, 14 June 1941; to No.2 Manning Depot, 12 July 1941; to No.7 AOS, 21 July 1941; to No.7 BGS, 12 October 1941; graduated and promoted Sergeant, 22 November 1941; posted that date to No.1 ANS; graduated and commissioned 22 December 1941. To No.31 GRS, 16 January 1942. To No.31 Personnel Depot, Moncton, 13 February 1942. To RAF overseas, 23 April 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 12 January 1944. Repatriated 23 November 1944. Retired 21 March 1945. No citation in AFRO.

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MARTIN, F/L Oscar Archibald Joseph (J7792) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 15 August 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born 30 January 1921 in Ottawa; home there (bank clerk).

Enlisted in Ottawa, 14 August 1940. To No.8 BGS, 20 October 1940. To No.2 ITS, 23 December 1940; graduated and promoted LAC, 24 January 1941; to No.15 EFTS, 28 January 1941; ceased training 4 March 1941 and posted to No.2 Manning Depot; to No.3 AOS, 28 April 1941; graduated 21 July 1941 when posted to No.5 BGS; graduated and promoted Sergeant, 1 September 1941; posted on 2 September 1941 to No.1 ANS; graduated and commissioned 29 September 1941. To Embarkation Depot, 30 September 1941. To RAF overseas, 15 October 1941. Promoted Flying Officer, 29 September 1942. Promoted Flight Lieutenant, 29 September 1943. Repatriated 19 August 1944. Date of release uncertain. Medal presented 10 December 1947. Rejoined RCAF, 5 February 1951 (36060); further details unknown. Photo PL-25536 (left) shows him. RCAF photo PL-15966 (ex UK-3923 dated 19 May 1943) shows S/L C.C. Moran playing checkers with F/O Oscar Martin of Ottawa.

As observer Flight Lieutenant Martin has participated in many sorties both by day and night. He is a highly skilled and gallant member of aircraft crew whose example has been most commendable. He has assisted in the destruction of four enemy aircraft.

* * * * *

MARTIN, F/O Raymond William (J39925) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 133/46 dated 8 February 1946. Born 12 March 1924 in Windsor, Ontario; home there (reporter); enlisted there 28 August 1942. To No.5 Manning Depot, 25 November 1942. To "E", 21 January 1943. To No.1 ITS, 21 March 1943; graduated and promoted LAC, 28 May 1943; posted on 29 May 1943 to No.13 EFTS or No.17 EFTS (same date shown for both units); to No.1 Manning Depot, 23 June 1943; to No.4 BGS, 18 July 1943; to No.4 AOS, 13 November 1943; graduated and commissioned 23 December 1943. To "Y" Depot, 14 January 1944. Taken on strength of No.3 PRC, 14 February 1944. Promoted Flying Officer, 23 July 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for Tiger Force, 19 June 1945. Retired 23 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 2/8751 has recommendation dated 3 April 1945 when he had flown 36 sorties (236 hours 50 minutes), 23 October 1944 to 15 March 1945.

23 October 1944 - Essen
24 October 1944 - Essen
28 October 1944 - Cologne
30 October 1944 - Cologne
31 October 1944 - Cologne
2 November 1944 - Dusseldorf
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
9 November 1944 - Wanne Eickel

11 November 1944 - Dortmund
16 November 1944 - Duren
18 November 1944 - Wanne Eickel
29 November 1944 - Dortmund
3 December 1944 - Urft Dam
12 December 1944 - Essen
17 December 1944 - Ulm
22 December 1944 - Koblenz
29 December 1944 - Scholven Buer
31 December 1944 - Osterfeld
21 January 1945 - Nuremburg
28 January 1945 - Zuffenhausen
1 February 1945 - Ludwigshaven
2 February 1945 - Wiesbaden
7 February 1945 - Cleve
8 February 1945 - Politz
13 February 1945 - Dresden
14 February 1945 - GARDENING
20 February 1945 - Dortmund
21 February 1945 - Duisburg
5 March 1945 - Chemnitz
7 March 1945 - Dessau
8 March 1945 - Kassel
11 March 1945 - Essen
12 March 1945 - GARDENING
13 March 1945 - Herne
15 March 1945 - Misburg

This Canadian officer was posted to No.103 Squadron on 2nd October 1943, and during his tour of duties has completed 36 sorties on Lancaster aircraft, involving 236.50 hours flying.

Flying Officer Martin by his eagerness to take part in operational flights on every possible occasion has displayed courage and devotion to duty of a high order which has been enhanced by his skill and determination to bomb accurately his objective on every sortie.

Many of the sorties in which this Air Bomber took part involved attacks on railway marshalling yards, tactical targets in support of the Allied Expeditionary Force, in addition to many attacks on heavily defended industrial targets in Germany.

In view of his fine record I strongly recommend that Flying Officer Martin may be awarded the Distinguished Flying Cross.

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MARTIN, P/O Stanley Sinclair (J15225) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 19 April 1942 as per **London Gazette** dated 27 July 1943 and AFRO 1724/43 dated 27 August 1943. Born 14 December 1920 in Toronto. Educated in Bowden, Alberta (1926-1938) and Edmonton (1938-39). Worked in a trucking office for three years (1936-1939), plus jobs as grocery clerk (three months), logger (three months) and farm worker (seven months). Enlisted in Calgary 11 September 1940. To No.1 Manning Depot, Toronto, 14 September 1940; to Sydney Detachment, 8 October 1940; to No.1 ITS, Toronto, 14 November 1940. Promoted LAC, 15 December 1940; to No.1 EFTS, Malton, 16 December 1940; course completed 27 January 1941 and posted to No.1 Manning Depot on 29 January 1941; to No.1 SFTS, Camp Borden, 8 February 1942; promoted Sergeant, 11 May 1941. To Halifax, 12 May 1941; to RAF Trainee Pool, 7 June 1941. To United Kingdom, 7 June 1941. To No.21 OTU, 14 June 1941. To No.103 Squadron, 16 August 1941.. Commissioned 19 February 1942. To No.20 OTU, 3 May 1942. Killed in action, 1/2 June 1942 with No.20 OTU (Wellington X9975, JM-P, target Essen), having completed a tour with No.103 Squadron and was "non-operational with the OTU. Medal presented to next of kin by Governor General, 17 April 1947.

This officer has completed thirty sorties, on twenty of which he has acted as captain of aircraft. He has participated in attacks on a wide range of enemy targets including objectives at Le Havre, Frankfurt, Wilhelmshaven, Brest, Poissy, Rostock and the Renault Works at Paris. He has shown great thoroughness in planning his attacks whilst his careful attention to detail during flights have enabled him to reach the target with regularity and accuracy. On one occasion following a successful attack on Hamburg his aircraft was held in a cone of searchlights and heavily engaged by the ground defences. Although his aircraft was damaged he skilfully evaded the fire zone and flew the damaged aircraft back to England. Throughout this officer has displayed fine leadership and courage which have won the entire confidence of his crew.

NOTE: Public Records Office Air 2/8755 has recommendation dated 19 April 1942 when he had flown 30 sorties (191 operational hours). The body of the text says 29 sorties, but the sortie list adds one more (23 April 1942). The evidence supports the above supposition, that he was tour-expired but operating with an OTU crew during the second of the 1,000-bomber raids when he was killed.

* 2nd pilot (all others flown as captain of aircraft)

11 Sept 1941 - Le Havre (4.50)*

16 Sept 1941 - Karlsruhe (8.20)*

20 Sept 1941 - Frankfurt (9.10)*

30 Sept 1941 - Hamburg (7.40)*

13 October 1941 - Dusseldorf (5.25)*
16 October 1941 - Duisburg (6.00)*
20 October 1941 - Emden (7.10)*
24 October 1941 - Frankfurt (7.10)*
31 October 1941 - Hamburg (1.10, DNCO)*
26 November 1941 - Ostende (3.35)
16 December 1941 - Wilhelmshaven (5.55)
28 December 1941 - Wilhelmshaven (6.20)
8 January 1942 - Brest (7.05)
10 January 1942 - Wilhelmshaven (6.20)
15 January 1942 - Hamburg (7.30)
21 January 1942 - Bremen (5.00)
6 February 1942 - Brest (6.30)
21 February 1942 - Giessen (8.00)
3 March 1942 - Paris/Renault Works (6.20)
8 March 1942 - Essen (5.40)
9 March 1942 - Essen (5.40)
25 March 1942 - Essen (5.00)
28 March 1942 - Lubeck (7.05)
2 April 1942 - Poissy (6.30)
5 April 1942 - Cologne (7.00)
6 April 1942 - Essen (6.00)
8 April 1942 - Hamburg (7.30)
10 April 1942 - Essen (6.05)
12 April 1942 - Essen (6.50)
23 April 1942 - Rostock (8.10)

Pilot Officer Martin has completed 29 operational sorties of which 20 have been as Captain. He has carried out these attacks with skill and great determination. Throughout he has shown great enthusiasm and cheerfulness which have been an inspiration to his crew and the squadron.

His thoroughness in planning before take off and his attention to detail have enabled him to reach the target with regularity and accuracy. His supervision of the navigation of his aircraft has been exceptional; on many occasions he has obtained useful astro sights which have been of great assistance to his Observer.

His fine offensive spirit has kept him over the target area for considerable periods in order to locate accurately his point of aim, despite intense flak and searchlight opposition.

On one occasion, after successfully locating and attacking the target at Hamburg, and obtaining an excellent photograph, he was held in a large searchlight cone and

heavily engaged by intense and accurate heavy flak. His aircraft was hit in several places, the hydraulics being put unserviceable. However, with great skill and determination he eventually evaded the searchlights at 3,500 feet and brought his crew and aircraft safely back to base.

Pilot Officer Martin has a fine crew who have carried out many sorties, producing excellent photographs, and have a good fighting and cheerful spirit, due in no small degree to the leadership and example of their fine young captain. His splendid record and his courage, skill and determination in action fully merit the award of the Distinguished Flying Cross.

The website "Lost Bombers" has the following on his last sortie. Wellington X9975, No.20 OTU, target Essen, 1-2 June 1942. Airborne from Advanced Base (sic). Lost in the North Sea off the Dutch coast, cause not established. Crew (all killed) was Sergeant B.J.Daley, RNZAF, P/O S.S.Martin, DFC, RCAF, Sergeant T.W.Belton, Sergeant T.I.McKenzie, Flight Sergeant A.Marvell, DFM, Sergeant G.C.Falconer.

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MARTIN, F/O Theodore John (J8628) - **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 6 December 1920 in Prince George, British Columbia; home in Vancouver; enlisted there 20 February 1941 and posted to No.2 Manning Depot. To No.32 SFTS (guard duty), 29 March 1941. To No.2 WS, 24 May 1941; promoted LAC, 26 June 1941; to No.7 BGS, 10 October 1941; graduated and commissioned 8 November 1941. To "Y" Depot, 9 November 1941; to RAF overseas, 13 December 1941. Further trained at No.22 OTU, Chipping Warden and Wellesbourne, March and April 1942. Promoted Flying Officer, 1 October 1942. Repatriated via "H", 25 August 1943; to Western Air Command, 24 September 1943. Retired 1 April 1944. NOTE: The reference to his having twice flown "as captain of aircraft" is puzzling for a gunner, although it appears in the Air Ministry Bulletin which publishes the citation.. DHist file 181.009 D.1636 (RG.24 Vol.20604) has application for Operational Wings dated 12 January 1944. Stated that after training in Canada he further trained at No.22 OTU. With No.158 Squadron, 20 August 1942 to 11 June 1943 - 28 sorties (245 operational hours). Repatriated to Canada, August 1943 on medical grounds (burns affecting eyes following fire in aircraft). Medal presented 3 January 1946.

As a rear gunner this officer has shown exceptional capability and on more than one occasion has been instrumental in saving his aircraft from destruction by enemy fighters. Over all the more heavily defended targets such as Essen, Munich, Dortmund and Dusseldorf, Flying Officer Martin has set a fine example of courage and efficiency to other gunners. On two occasions he has flown successfully as captain of aircraft.

Public Record Office Air 50/222 has the following Combat Reports that bear upon his career:

14/15 April 1943: On this occasion Martin was Rear Gunner; the Mid-Upper Gunner was R92187 Flight Sergeant C.K. Rowe (trained at No.8 BGS, Lethbridge, No.15 OTU, Harwell, June to December 1942 and No.1653 Conversion Unit, Martston Moore, December 1942 to February 1943).

Halifax Ia, HR781, "F" of 158 Squadron, target Stuttgart. Over target, height 18,000 feet, time 0114, speed 150 m.p.h., heading south. Visibility good, moderate heavy and heavy light flak and searchlights. Bombs door open and ready to bomb, our aircraft was caught by searchlight and immediately after Rear Gunner observed ME.110 on starboard quarter at 50 feet [!] range. Enemy aircraft opened fire, his fire passing below from starboard quarter to port beam of own aircraft. Both our gunners opened fire immediately and at the same time did a steep diving turn to starboard. The Rear Gunner observed hits entering enemy aircraft from nose to tail. Enemy aircraft then broke away to port beam and was lost. No damage to our aircraft. Enemy aircraft claimed damaged. 300 rounds fired.

11/12 June 1943: Halifax C/158 (HR725), target Dusseldorf.

Position 20 miles South East of Nordwick, time 0233 hours, height 15,000 feet, speed 175 m.p.h. I.A.S. Visibility good, dark cloud below, half moon.

Two fighter flares burst on starboard beam at same height just prior to combat. Slight searchlight activity, no flak. Pilot was first to sight Ju.88 while taking evasive action after fighter flare was seen; he was banking to starboard when enemy aircraft appeared at about 100 yards off starboard wing tip.

An immediate dive to port was made to avoid a collision followed by a violent dive to starboard. Enemy aircraft passed over and above Halifax to port quarter. Rear gunner opened fire at 300 yards.

Enemy aircraft was last seen diving steeply to starboard. Enemy aircraft did not open fire. No damage to our aircraft. Enemy aircraft believed damaged. 50 rounds followed.

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MARTIN, F/L Warren Graydon (J26467) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 28 April 1923 in Montreal; home in Granby, Quebec (lathe operator); enlisted in Ottawa, 20 April 1942 and posted to No.4 Manning Depot. To No.5 Manning Depot,

17 July 1942. To No.5 ITS, 15 August 1942; graduated and promoted LAC, 10 October 1942 but not posted to No.10 EFTS until 7 November 1942; graduated 10 January 1943 when posted to No.2 SFTS; graduated and commissioned 14 May 1943. To "Y" Depot, 28 May 1943; to RAF overseas, 22 June 1943. Promoted Flying Officer, 14 November 1943. Repatriated 13 April 1945. Retired 15 June 1945. Medal presented in Montreal, 25 November 1949. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9069 has recommendation dated 8 February 1945 when he had flown 33 sorties (218 hours), 12 September 1944 to 14 February 1945.

12 September 1944 - Frankfurt
16 September 1944 - Seeuwarden
23 September 1944 - Neuss
26 September 1944 - Cap Gris Nez
28 September 1944 - Calais
5 October 1944 - Saarbrücken
7 October 1944 - Emmerich
19 October 1944 - Stuttgart
21 October 1944 - Cologne
23 October 1944 - Essen
2 November 1944 - Dusseldorf; attacked by enemy fighter; rear gunner killed
6 November 1944 - Gelsenkirchen
18 November 1944 - Wanne Eickel
21 November 1944 - GARDENING
27 November 1944 - Freiburg.
12 December 1944 - Essen
15 December 1944 - Ludwigshaven
17 December 1944 - Ulm
21 December 1944 - GARDENING
24 December 1944 - Cologne
28 December 1944 - München Gladbach
29 December 1944 - Scholven-Buer
2 January 1945 - Nuremberg
5 January 1945 - Hanover
7 January 1945 - Munich
14 January 1945 - Merseberg
16 January 1945 - Zeitz Troglitz
28 January 1945 - Stuttgart Zuffenhausen
1 February 1945 - Mannheim
2 February 1945 - Wiesbaden
7 February 1945 - Kleve
13 February 1945 - Dresden
14 February 1945 - Chemnitz

This Canadian officer, as captain of aircraft, has now completed 33 sorties against a wide variety of targets in enemy territory. During this time he has proved himself to be a most capable pilot and gallant captain of aircraft.

Under all circumstances he has displayed a fine offensive spirit in action and has pressed home his attacks, despite the fiercest enemy opposition, and often in the face of most adverse weather conditions.

For his skill, determination and magnificent record of achievement he is recommended for the award of the Distinguished Flying Cross.

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MARTIN, F/O William Francis (J25054) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 9 October 1921; home in London, Ontario (grocery clerk); enlisted there 31 March 1942 and posted to No.5 Manning Depot. To No.3 ITS, 15 August 1942; graduated and promoted LAC, 10 October 1942; posted that date to No.1 BGS; graduated 7 December 1942 and posted next day to No.10 AOS; graduated and commissioned, 2 April 1943. To No.1 GRS, 8 April 1943; to "Y" Depot, 29 May 1943; to No.36 OTU, 11 June 1943; to "Y" Depot again, 28 August 1943; to United Kingdom, 12 September 1943. Promoted Flying Officer, 2 October 1943. Repatriated 17 February 1945. Retired 26 May 1945. RCAF photo PL-42153 (ex UK-18989 dated 22 February 1945) has the following caption: "You can barely see their tiny doll mascot, McDuff, but the pugnacious little Scot with the tartan and the boxing gloves has brought them through more than 60 operational trips. Holding 'McDuff' is F/L W.F. Martin, navigator (London, Ontario), left. At the right is F/O T.J. Nairn, wireless operator (Montreal, Notre Dame de Grace). A Scottish family gave him McDuff on a leave in Aberdeen and the little fellow has been on every operation since." Medal presented 29 May 1947. Died 27 October 2010 in Chatham as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2011. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9039 has recommendation dated 21 October 1944 when he had flown 39 sorties (153 hours). Appears to have been in the same crew as Flight Sergeant Shopland, DFM.

6 June 1944 - Coutances (4.30)
6 June 1944 - Houlgate (4.30)
9 June 1944 - Mayenne (5.25)
9 June 1944 - Le Mans (6.00)
14 June 1944 - St.Pol (4.00)
15 June 1944 - Boulogne (3.45)
16 June 1944 - Sterkrade (4.45)

10 July 1944 - Nucourt (2.52)
12 July 1944 - Paris/Vaires (3.11)
15 July 1944 - Nucourt (3.33)
28 July 1944 - Hamburg (4.54)
30 July 1944 - Battle Area (4.01)
3 August 1944 - L'isle Adam (2.52)
4 August 1944 - St.Maximim (2.58)
5 August 1944 - Bordeaux (7.26)
7 August 1944 - TOTALIZE 5 (2.33)
8 August 1944 - Lucheux (2.54)
12 August 1944 - Russelheim (4.31)
14 August 1944 - TRACTABLE 21 (2.29)
15 August 1944 - Melsbroek (4.22)
16 August 1944 - Stettin (6.45)
25 August 1944 - Russelheim (7.01)
26 August 1944 - Kiel (5.36)
28 August 1944 - L'Hey (2.07)
29 August 1944 - Stettin (8.36)
15 September 1944 - Kiel (5.07)
17 September 1944 - Boulogne (1.50)
20 September 1944 - Calais (1.57)
24 September 1944 - Calais (1.52)
25 September 1944 - Calais (1.37)
26 September 1944 - Cap Gris Nez (1.54)
27 September 1944 - Bottrop (3.04)
28 September 1944 - Cap Gris Nez (1.56)
30 September 1944 - Bottrop (3.11)
5 October 1944 - Saarbrucken (4.36)
6 October 1944 - Dortmund (4.41)
11 October 1944 - Fort Frederick Hendrick (1.58)
14 October 1944 - Duisburg (4.05)
14 October 1944 - Duisburg (3.25)

Flying Officer Martin is a skilled navigator who has now practically completed one tour of operations. He has participated in attacks on such heavily defended enemy areas as Stettin, Kiel and Russelheim. Invariably, this officer has displayed a keenness for operational duty which has acted as an incentive not only to his crew, but to all navigators in the squadron. Undoubtedly, this fine fighting spirit and devotion to duty will be very difficult to surpass. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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MARTIN, F/O William Stanley (J22604) - **Distinguished Flying Cross** - No.409 Squadron - Award effective 30 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 21 October 1915. Home in Toronto; enlisted there 27 March 1942 and posted to No.5 Manning Depot. To No.13 SFTS (guard), 8 May 1942. To No.5 ITS, 4 July 1942; graduated and promoted LAC, 29 August 1942 when posted to No.8 AOS; graduated and promoted Sergeant, 21 December 1942; subsequently commissioned with effect from 23 December 1942. To "Y" Depot, 5 January 1943. To RAF overseas, 25 January 1943. Promoted Flying Officer, 23 June 1943. Promoted Flight Lieutenant, 23 December 1944. Repatriated 13 August 1945. Retired 1 October 1945. Living in North Bay, Ontario, September 1949. Observer, cited with WO Edward F. Cole (RCAF pilot), which see above for citation and related Press Release. Medal presented 20 August 1949.

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MARTIN, F/L William Young (J10830) - **Mention in Despatches** - No.422 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Toronto, 16 June 1915; enlisted there 7 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 21 July 1940 when posted to No.4 EFTS; graduated 6 October 1940 when posted to No.31 SFTS; graduated and promoted Sergeant, 30 December 1940. Posted to Trenton, 8 January 1941; to No.2 SFTS (instructor), 21 March 1941; commissioned 30 March 1942; left that unit 19 May 1942 on posting overseas via Ferry Command; to No.4 (C) OTU, 18 August 1942; promoted Flying Officer, 1 October 1942; to No.422 Squadron, 23 November 1942; promoted Flight Lieutenant, 23 March 1943; to No.4 (C) OTU, 30 June 1944; repatriated to Canada, 14 January 1945; released 2 October 1945. Rejoined RCAF, 1 October 1946 in rank of Flight Lieutenant (service number 19689); promoted Squadron Leader, 1 January 1949; promoted Wing Commander, 1 January 1953; retired 18 November 1964. RCAF photo PL-15865 (ex UK-3626 dated 12 April 1943 is captioned as follows: "P/O Frank Grainger, Chillowack, B.C., second pilot, and F/O W.Y. 'Bill' Martin, 38 Willcocks Street, Toronto, captain and pilot of a Sunderland flying boat in an RCAF squadron. Prior to joining the unit he instructed at Uplands, Ottawa.")

Upon repatriation he claimed 793 hours five minutes on operations overseas plus 439 hours 15 minutes non-operational time overseas; last sortie on 22 June 1944. On another form dated 14 December 1945 he reported the following flying times: Yale (11.25), Harvard (1,084.00); Hudson (49.55); Saro London (56.00), Sunderland (1,091.55), Catalina (101.50), Anson (46.15); Beechcraft (20.45)

MARTIN, F/L William Young (19689) - **Medal for Bravery (Czechoslovakia)** - No.422 Squadron - **Canada Gazette** dated 24 January 1948, AFRO 81/48 dated 6 February 1948. This award was one of six such awards to members of the squadron (F/O R.W. Berryman, F/O O.R. Carlson, F/L H.E. Dugglebury, F/L W.Y. Martin, F/O D.S. Smith, WO J.H.C. Underwood) for an attack on the German blockade runner, **Alsterufer** (2,729 tons), 27 December 1943 (ship detected by Sunderland T/201 at 46° 40' N, 19° 30' W., shadowed for four hours and ultimately

sunk by Liberator H, BZ796 of No.311 Squadron; P/O Dolezal, pilot F/O Hanus, navigator, received DFCs). Ship had been in transit from Kobe, Japan to Bordeaux with wolfram cargo. The squadron Operational Record Book for the unit (which gives two different aircraft letters for the Sunderland) has the following entries:

Form 540: Clear and bright. Can J.10830 F/L W.Y. Marin and crew of Sunderland R/422 carried out an attack on an enemy blockade running merchant vessel in the Atlantic approximately 500 miles west of Cape Finisterre. Although the aircraft was damaged by the intense anti-aircraft fire from the enemy merchant vessel the attack was pressed home and a near miss was observed, when one of the 500-lb bombs exploded close to the enemy merchant vessel. F/L Martin brought his damaged aircraft back safely to base and no casualties were suffered by the crew.

Form 541: Q/422 - 0112 to 1713 - Crew listed as F/L W.Y Martin (captain), F/O H.E. Dugglebury (2nd pilot), P/O R.W. Berryman (3rd pilot), WO1 O.R. Carlson (navigator), WO2 D.S. Smith (gunnery officer), WO2 A.M. Spear (first WOP), QO1 M. Steffanick (2nd WOP), FS J. Bannister (WOM), FS J.R. Underwood (Flight Engineer), FS A.L. Pattison (FME) and FS A.F. Farmer (FMA).

Anti-shipping search. Q/422 set course from Eagle Island for search area at 0208. Sighted hospital ship burning lights at 0255. On patrol at 0840. Intercepted a sighting message of aircraft T/201 at 1018. Set course position. Captain of aircraft sighted a wake of motor vessel at 1049, cc 120° T/15 knots. Two Sunderland aircraft sighted at 1100 also circling. Took up position directly opposite T/201 in circle, six miles from MV at 1120. Attacked out of cloud at 1135 but overshot and did not release bombs. Second attack out of cloud from 1,500, two miles at 1140, released two 500-lb MC [medium casing] bombs, instantaneous fusing, 30 feet spacing, 160 knots, on angle of 20° starboard to vessel's course. Decks raked with machine gun fire. One bomb only seen to explode 40 yards undershot amidships, Action of second bomb unknown. Four-pound shell struck port wing after attack had been delivered. PLE [prudent limit of endurance] having been reached, set course for base at 1202.

RCAF Press Release No. 3542 dated December 30, 1943 read:

Flight Lieutenant William Young Martin of Toronto, Ontario, made one of the first attacks on the German blockade runner sunk in the approaches to the Bay of Biscay on December 27th by aircraft of Coastal Command.

Planes from two R.C.A.F. Sunderland squadrons were among the first to take off on the attacks after their flying boats, normally engaged in the war against U-Boats, had replaced their depth charges with bombs.

Flight Lieutenant Martin made two bombing runs over the enemy ship, through fairly heavy flak, before releasing his bombs. One four-pound shell from the enemy passed through a wing without exploding.

Flight Officer R.W. Chadwick, St. James, Manitoba, carried out two attacks after the enemy had been set on fire and abandoned by her crew.

When Chadwick arrived on the scene, the sky was filled with aircraft, he said later.

“In the evening, light Halifaxes, Liberators and other aircraft were sometimes silhouetted against the flames from the burning blockage runner, their fuselages alight with the reflection of the fire.

“Pilots seemed to be queuing up to bomb. I dropped two bombs on the ship. The German crew were at a safe distance in lifeboats by this time.”

RCAF Press Release No. 8169 dated 3 January 1945 from F/L Vic Baker reads:

WITH RCAF IN BRITAIN: - Coastal Command aircrews don't often get a chance for the action experienced by bomber and fighter boys, but when the opportunity comes along they go after their target with a vengeance.

F/L William Y. Martin, 38 Willcocks Street, Toronto, Ontario, even dive-bombed with his 25-ton Sunderland flying boat when ordered to attack a blockade-runner in the Bay of Biscay. He had in the bomb bay two 500-pound armor-piercing bombs and some depth charges when directed to the enemy ship trying to reach a French port on the Brest Peninsula. They located the target ship but discovered the cloud base was down to 1000 feet over the ship. This presented a problem. They had been told never to drop this type and weight of bomb under 1000 feet because if they hit the target the blast and debris might knock their plane out of the sky. Martin asked the crew if they were game for a try and with their permission prepared his strategy. With no bombsight on board for bombing but only equipment for dropping depth charges he lifted his flying boat into the clouds to 2000 feet.

Peering from his cockpit window to judge wind-drift, speed and distance of the target and using navigational aids for locating the target through the clouds, he started his flying boat on a dive-bombing approach. When they broke cloud the 12-man crew went to work. While the skipper was getting a bead on the ship, the others opened up with their machine guns and kept the ship's gun-crews too busy to interfere with the approach of the huge flying boat. At a low height, Martin let

both of his bombs go, and though he scored only near-misses, the blasts damaged the superstructure of the ship. His crew expended more than 3,000 rounds of ammunition during the bombing run and helped to cripple the blockade-runner. Later, a Liberator made a low-level attack which sent the target to the bottom with its precious cargo.

Martin has completed 65 trips with the RCAF Sunderland Squadron, and has 2500 flying hours to his credit. In the service for almost five years, three years of which were spent overseas, he is now at an R.C.A.F. repatriation depot in Britain. He instructed in Canada for a year, ferried a Hudson bomber over the Atlantic and then joined the Canadian unit in Coastal Command. Before the war, he worked in the States accounting department of the Toronto General Trust Co. and hopes to return to his old job on discharge from the service.

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MARTIN, WO (now P/O) Willmer Alexander (R102411/J87038) - **Distinguished Flying Cross** - No.218 Squadron - Award effective 5 February 1944 as per **London Gazette** of dated 15 February 1944 and AFRO 1291/45 dated 10 August 1945. Born 24 April 1921 in McTaggart, Saskatchewan; home there (farmer); enlisted in Regina, 22 May 1941 and posted to No.2A Manning Depot. To No.3 EFTS, 13 June 1941 (guard); to No.3 WS, 2 August 1941; promoted LAC, 4 September 1941; graduated 12 April 1942 when posted to No.5 BGS; graduated and promoted Sergeant, 15 May 1942. To "Y" Depot, date unclear; to RAF overseas, 13 June 1942. Promoted Flight Sergeant, 8 November 1942. Promoted WO2, 11 June 1943. Commissioned 24 May 1944. Repatriated 14 October 1944. Promoted Flying Officer, 24 November 1944. To No.6 Repair Depot, 28 January 1945. Date of retirement uncertain. Following incomplete from DHist award card: Award sent by registered mail, 11 March 1949.

Has at all times displayed enthusiasm and a marked eagerness to take part in operations. He has completed a number of sorties against such targets as Berlin and Hamburg. On three missions his aircraft has been attacked by fighters, but on each occasion his accurate fire and perfect co-operation with his captain have beaten off the attacks. This officer has always shown great coolness and set a fine example to other air gunners in the squadron.

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

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

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

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

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

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

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

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

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

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MARTING, F/O Harold Fesler (J4919) - **Military Cross** - No.450 Squadron - Award effective 13 July 1943 as per **London Gazette** of that date and AFRO 1949/43 dated 24 September 1943. Born 1 March 1911 in Eckerty, Indiana; home in Indianapolis, Indiana (former Corporal, U.S. Marine Corps, 1929-1931 with action in Haiti), Learned to fly at a civilian flying school. Enlisted in RCAF in Vancouver, 10 October 1940. To No.2 ITS, 28 October 1940; graduated and promoted LAC, 27 November 1940 when posted to No.7 EFTS; graduated 16 January 1941

when posted to No.6 SFTS; graduated and commissioned 29 March 1941. To Trenton, 6 April 1941 to train as an instructor. Posted to Britain 21 May 1941; further trained at No.59 OTU until July 1941. Posted to No.121 (Eagle) Squadron, August 1941; to No.71 (Eagle) Squadron, November 1941. Promoted Flying Officer, 30 March 1942. Posted to Middle East in April 1942, proceeding via South Africa and Egypt. To No.450 Squadron, 28 June 1942.. Credited with the following victories: **15 September 1942**, one Bf.109 destroyed plus one Bf.109 damaged (Kittyhawk EV160); **20 October 1942**, one MC.202 destroyed (Kittyhawk FR251); **23 October 1942**, one Bf.109 destroyed (Kittyhawk FR309). Shot down on 24 October 1942 (despite recommendation below), captured and escaped, returning to North Africa on 28 December 1942. Returned to Canada, 15 February 1943; to No.1 OTU, 19 March 1943; resigned on medical grounds, 8 June 1943. Joined Curtiss-Wright as a civilian pilot. Killed in an air crash, 20 September 1943, Bishopville, South Carolina. Medal presented to next-of-kin, 21 November 1944. See Humphrey Wynn, **Desert Eagles** (Airlife, 1993) and Chris Shores, **Those Other Eagles** (Grub Street, 2004).

This officer was awarded the Military Cross in recognition of distinguished service.

Public Record Officer Air 2/4970 has recommended citation.

This officer was shot down by anti-aircraft fire during an attack on El Daba airfield on the 23rd October 1942, and was captured by Italian infantrymen. He was transferred to Tobruk later and flown with other personnel to Athens on the 26th October. On 29th October he escaped by stealing the spare trousers and cap of a sleeping sentry and climbing a twelve-foot wall. He was cared for by two Greek women until the 12th December when he left in an attempt to reach Cairo. During the journey he was discovered by two Italians in a shed where he was resting but they finally left him, convinced that he was a Gestapo agent. He left Greece with a party of escapers and arrived in Turkey on the 17th December.

Air 2/4970 also has a document, A.I.O.//11/5-175, "Account of Escape" which reads:

While bombing El Daba aerodrome in the early morning of 23 October 1942, Flying Officer Marting's plane was shot down by anti-aircraft fire at 0730 hours. It hit the ground at Map Reference 289860 (1:250,000 Egypt and Cyrenaica, Sheet 14, El Daba) in the minefields of 62 Italian Infantry Battalion, at the north end of their position. Flying Officer Marting was unhurt. He was soon surrounded and captured by Italians who, after stealing his watch, took him to the Italian Commander of the small area in which the plane had crash-landed. Here he was given some breakfast and later some "schnaps" to drink. One hour after capture he was taken, on the carrier of a motorcycle, to the Headquarters of 62 Italian Infantry Battalion where he was questioned. He refused to answer all questions put to him except name, rank and unit. The other principal unanswered

questions put to him were:- “How did you arrive in Africa ? How long have you been in Africa ? What was the British treatment of Italian P.O.W. ? What were your operational duties today ?”

Later he was sent by motorcar to Italian Divisional Headquarters not far away. Here again he was questioned, being asked practically the same questions as mentioned above. All he gave, however, was name, rank and unit. He was spoken to here by an Italian General. This General and all other Italian officers in this Division treated him very courteously and gave him some coffee. Flying Officer Marting was then sent to another Headquarters where he was again questioned by an Italian Intelligence Officer for about one hour. He was asked practically the same questions as on the previous occasions, and again gave only his name, rank and unit . At this place he was asked the following questions also:- ”Why have the British bombed and strafed some of the Italian Hospitals ? He replied that to the best of his knowledge this has not been done, and that if done it had undoubtedly been by mistake. Source was then searched very thoroughly, then put into a motor car with two guards in addition to the driver, and taken to the Italian General Headquarters, at Map Reference 296839 (same sheet as mentioned above) where he arrived about noon on the 23 October 1942. He was kept waiting in the car for one and one-half hours. He was then taken to an office in the back end of a motor truck where he was very thoroughly questioned by a very clever Italian Intelligence Officer. He was again asked all the questions which had been previously put to him and many others. This Italian Intelligence Officer tried in vain to find out how long it takes our ships to reach Egypt by inquiring as to the length of time his mail took to reach him, etc. etc. This Intelligence Officer who interrogated him for about one and one-half hours in very good English was very artful and tricky.

Flying Officer Marting was then taken to [an] Italian Colonel who was very insulting and demanded to know why America has declared war on Italy and shouted that Africa was no place for the Americans and English. The Colonel was very angry and rude.

Flying Officer Marting was then sent by car to El Daba Railway Station and then back to a small POW camp nearby where the two German officers in charge gave him bread, soup and water at sunset. He was kept there for two hours and was then put into another car with a German officer, Military Policeman and driver and taken to the Headquarters of the Luftwaffe in Africa, located on the beach near El Daba aerodrome where he was handed over to a German Intelligence Officer. The Germans were very polite. They questioned him very thoroughly but he gave only the same answers as previously. The German Intelligence Officer appeared to be very well informed . He asked how his new Squadron Leader was. (The officer in question had been promoted to Squadron Leader only two days previously). The German Intelligence Officer told him that the British

Forces had a total of 1,900 planes in Africa, including those in maintenance shops, and asked when the British push would start. Flying Officer Marting laughed this question away and asked when the Germans would start their push. The German Intelligence Officer put numerous other questions to him, to try and find out when he arrived in Egypt, but did so in vain. While here he ascertained that the following air force personnel were POW in enemy hands:-

Sergeant Ewing
Sergeant Evans
Sergeant Holloway
Sergeant Lindsay - - - all from No.450 Squadron

P/O Hogg of No.112 Squadron

Lieutenant MacKay of SAAF (fighter squadron)

Lieutenant Cleary
Lieutenant Finnegan
Lieutenant O'Berg

Two Sergeants of Crew of a B.25 bomber of 83 Bomber Squadron, all five members of the American Air Force. One of these two Sergeants had been shot through the arm but all the others were in good shape as POW.

Sergeant Corson, SAAF gunner of a Boston plane, had bailed out of his plane on the 23 October 1942 because, while manoeuvring in the air, he thought at one moment that his plane was damaged and was crashing. He is also a POW and is quite well.

At about 2200 hours on the 23 October 1942, Flying Officer Marting was given some food and wine and was then put into a small enclosure at Daaba POW Camp. He was kept in a tent with the four unwounded Americans mentioned above. They had to sleep on the sand with one blanket each. The German guards took their boots at night to prevent them escaping.

On the morning of the 24 October 1942 Flying Officer Marting saw Hogg, Mackay and two members of a Wellington crew (a pilot and a gunner - names unknown) both of whom were badly burnt. They had been shot down on the night of the 22 October 1942.

He was told by Mackay that Sergeant Evans had left a map two saws and a compass buried in the sand in the tent where he had been sleeping. Later in the day he found these articles. Flying Officer Marting and the others were fed

twice on the 24 October 1942. The following morning he and the others in the tent, i.e. the four Americans and Sergeant Corson, were awakened at 0600 hours, each was given a French Army overcoat and three days rations, and together with seven German guards they started off for Tobruk by truck. They stopped at Gambut on the night of 25-26 October 1942 (During the afternoon of 24 October 1942, the map which he had wrapped around one of his legs under his trousers came loose and was discovered by one of the guards who took it away from him but gave him no further search. The party arrived at Tobruk at 0830 hours on 26 October 1942 and were taken to the aerodrome on the east side of the road where their names were put on a list for the passage to Greece by air.

At 0845 hours on 26 October 1942, 180 Junkers 52 took off in formation of 30 planes each from this drome and proceeded north. Some of these planes were taking away POWs but most of them were carrying troops going to Germany on leave.

At 1330 hours, Flying Officer Marting with the other five POWs and their seven German guards (together with a crew of four and about five other passengers, i.e. - two German officers, the one a senior "Inspector of Tanks", the other an Oberleutnant and three other Germans - emplaned on a Junkers 52 which took off about 1400hours on 26 October 1942 with many other Junkers 52s.

They flew in a formation of 60 Junkers 52s all the way to Crete, about 50 feet above the sea to Maleme drome. The escort which consisted of only two Messerschmitt 110s, turned back to Tobruk after escorting the Junkers only about ten miles out to sea.

They arrived at Maleme drome at about 1500 hours. No incident on the way. At Maleme each plane took off again as soon as it had refuelled (not in formation), and arrived at Eleusina drome near Athens at sundown. Flying Officer Marting and the other five POWs were kept waiting here under guards until about 2200 hours, when they were put on a truck and taken to a hotel in Athens. They were billeted here on the third floor, two POWs and one guard in each of the three rooms, the other four guards all in one room and the German "Tank Inspector" in a room all alone.

At the demand of the Germans Flying Officer Marting and the other five POWs gave their parole for that night because they were told they would leave for Germany next morning. All of them were too tired to try to escape that night.

On the morning of 27 October 1942 one of the guards went to the railway station to make reservations. In the meantime four of the guards took Flying Officer Marting and the other five POWs for a walk in the streets of Athens but as the

crowd of Greeks surrounded them soon became very big they were hurried back to the hotel.

On returning to the hotel they were informed that they would be kept there for five days awaiting onward transport. whereupon they took back their parole. Thence forward they were not permitted to leave the third floor and two guards remained on duty all through the day whilst at night guards were changed every two hours.

Flying Officer Marting made a plan for the escape of all the six but it/had to be abandoned because Corson (who spoke German) was afraid to go through with it.

On the afternoon of the 29 October 1942 they were told that they would leave next day for Germany so Flying Officer Marting told Cleary and Finnigan that he would try to escape that afternoon. They agreed to cover his escape as long as possible.

At 1530 hours on 29 October 1942 while one of the sentries "on duty" was listening to the British Radio Broadcast in the Tank Inspector's room and the other was sleeping in a room across the hall, and adjoining Flying Officer Marting's room, and opening onto the stairs leading down to the hotel courtyard, he put on the spare trousers and cap of the sleeping sentry (Corporal Fritz Eiben) and descended by the fire escape. On reaching the courtyard at the bottom he managed to climb a 12-foot wall with the aid of a length of piping, then onto the roof of a building at the back. From this roof he climbed down into another courtyard where a Greek lady directed him to the street through another office building. While passing through this building he talked to five Greeks and one Frenchman asking them in turn for civilian clothes but they could not or would not help.

Flying Officer Marting then walked out into the street, walked North-East, soon reaching a residential district of Athens, without passing a single German. After about 30 minutes walk he accosted a Greek in the street, told him he was an escaped British POW and asked for help. But this man would not either help, fearing no doubt that he was a German as he was wearing partly German clothing. He then tried to elicit help from a young girl but either she could not understand English or would not help him. Flying Officer Marting then walked on to a big park (nearly into a squad of German soldiers) . When he turned back he found that the same girl and an older lady beckoned him to follow them. He was then cared for from the 30 October 1942 to the 12 December 1942 when he left for Cairo. Whilst on the last lap of journey in Greece he was discovered by a farmer and his son, but they gave him some food and told him he could hide in a shed nearby, about a hundred yards from the road. The smoke evidently attracted

attention and soon two Italians in mufti came to investigate. They pretended to be Greeks but spoke Greek so badly that Flying Officer Marting realised they were Italians. They soon saw that he was not a Greek but they refused to believe him when he said he was an American. They convinced themselves that Flying Officer Marting was a Gestapo agent.

The two Italians finally left when he spoke a little German, Norwegian and English.

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MARTINO, P/O George William (J17880) - **United States Air Medal and Two Oak Leaf Clusters** - 9th USAAF (AFRO gives unit only as "Overseas") - Award effective 20 June 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 18 February 1921. Enlisted 6 October 1940 and posted to No.22 M (whatever that is). To No.1 Equipment Depot, 19 December 1940. To No.1 ITS, 15 January 1941. Promoted LAC, 20 February 1941; to No.1A Manning Depot, 20 February 1941; to No.1 Manning Depot, 18 March 1941. To No.1 WS, 30 March 1941. To No.1 BGS, 16 August 1941. Graduated and promoted Sergeant, 15 September 1941. To Embarkation Depot, 16 September 1941. To RAF overseas, 27 September 1941. Repatriated 21 June 1943. To Western Air Command, 3 August 1943. To No.115quadron, 14 August 1943. Commissioned 3 December 1943. Promoted Flying Officer, 3 June 1944. To No.5 OTU, 23 July 1944. Promoted Flight Lieutenant, 3 December 1944. To Release Centre, 7 September 1945. Retired 12 September 1945. 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 five operational missions, each of more than 2 1/2 hours duration."

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

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

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MARVIN, F/L James (J18724) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 23 May 1944 and AFRO 1380/44 dated 30

June 1944. Born 7 March 1922 in Bear River, Nova Scotia; home in Kentville, Nova Scotia; enlisted in Halifax, 22 October 1940. To No.4 Training Command, 15 November 1940. To No.37 SFTS, 15 November 1940 (guard duty). To No.2 ITS, 10 December 1940; graduated and promoted LAC, 15 January 1941; posted that date to No.6 EFTS; graduated 4 March 1941 when posted to No.2 Manning Depot; to No.4 SFTS, 17 March 1941; graduated and promoted Sergeant, 3 July 1941. To Embarkation Depot, 4 July 1941; to RAF overseas, 25 July 1941. Commissioned 23 March 1943. Promoted Flying Officer, 15 January 1944. Promoted Flight Lieutenant, date uncertain. Repatriated by air, 5 August 1945; to Release Centre, 9 August 1945; final date of retirement uncertain. Medal sent by registered mail 8 August 1946. Rejoined RCAF as pilot, 23 October 1952 (210845) on short service commission. Photo PL-25544L (left) shows him; PL-25544R (right) is P/O Mitchell, DFC, DFM (Kamloops).

This officer has taken part in many attacks against heavily defended German targets including Berlin. He has invariably displayed great determination in attacking his allotted targets which has been reflected in the excellent photographs he has obtained. In September 1943, during a sortie against Montlucon, his aircraft was attacked by two hostile fighters but owing to Flight Lieutenant Marvin's fine airmanship these attacks were repulsed without damage to his bomber. Both in the air and on the ground this captain of aircraft has shown great devotion to duty.

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MASKELL, Corporal James (R141859) - **Mention in Despatches** - No.429 Squadron (AFRO gives unit as No.63 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 23 February 1923. Home in Verdun, Quebec; enlisted in Montreal 6 November 1941 as Tradesman. Reclassified as Instrument Maker, 16 January 1942, on which date he was posted to Technical Training School. Promoted AC1, 3 May 1942. To No.10 (BR) Squadron, 13 May 1942. To Newfoundland, 15 August 1942. Promoted LAC, 1 October 1942. Promoted Corporal, 1 November 1942. To No.10 (BR) Squadron strength again, 15 November 1942. To "Y" Depot, 13 February 1943. To RAF overseas, 3 March 1943. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Station Greenwood, 31 July 1945. Retired 12 October 1945. DHist file 181.009 D.2619 has recommendation forwarded to No.6 Group Headquarters, 31 July 1944 when he had served 16 months in Canada, 16 months in UK.

By his work as Corporal Instrument Repair, this man has been of great service to the Daily Servicing Flights and the squadron as a whole. His devotion to duty has been an inspiration to the whole of the Instrument Section. He has worked long hours and foregone passes and leave to ensure that the work for which he was responsible was well done and all aircraft were kept serviceable.

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MASKELL, WO1 Joseph (Can 626) - **Mention in Despatches** - Leeming - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 29 November 1891. DHist file 181.009 D.5527 RG.24 Vol.20667) has note that he enlisted in May 1923; on establishment of RCAF (Station Winnipeg) as of 1 April 1924 as Aero Engine Mechanic. With No.5 (Flying Boat) Squadron as of 14 November 1938. Promoted WO2, 1 April 1939. Promoted WO1, 1 September 1940. To Eastern Air Command Headquarters, 4 June 1941. To "Y" Depot, 1 September 1943. To United Kingdom, 15 or 16 September 1943. Repatriated 21 January 1946. To "K", 31 January 1946. To Release Centre, 2 May 1946. Retired 19 September 1946. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation for an MBE dated 28 January 1945 when he was WO Engineer, Station Servicing Wing. DHist card in biographical file says his home was in Dartmouth, Nova Scotia.

He has carried out his duties as Squadron Engineer Warrant Officer in an exemplary manner; his attention to detail at all times and in all kinds of weather has been a major factor in his squadron's high serviceability during the past year.

Early in 1944, an aircraft dropped part of its load of incendiary bombs on the ground as it was leaving its dispersal point. Warrant Officer Maskell skilfully led the ground crew party which cleared away the burning bombs without regard for his personal safety. He incurred minor injuries from an exploding bomb, but no damage was done to the aircraft.

MASKELL, WO1 Joseph (Can 626) - **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.

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MASON, W/C Alfred Thomas (C2273) - **Member, Order of the British Empire** - No.1 Training Command Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date, **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945. Born 10 February 1912 in Brantford, Ontario (RCAF Press Release 4907 reporting award), educated there. Employed by Stobie Forlong and Company; when decorated his wife was living in Toronto and his parents in Brantford; enlisted in Camp Borden, 3 September 1930 as a Clerk. As of 30 April 1936 he was at AFHQ. Flight Sergeant as of 1 December 1939. Promoted WO2, 1 June 1940. Commissioned in Ottawa, 15 July 1940 in Administration Branch with rank of Flying Officer. Promoted Flight Lieutenant, 15 May 1942. Promoted Squadron Leader, 1 July 1942. Promoted Wing Commander, 1 July 1943. To No.1 Training Command, 13 December 1943. To War Staff College, 8 January 1945. Medal presented 17 June 1945. Served postwar as an administrative officer, AFHQ, reverting on 1 October 1946 but promoted Wing Commander on 1 January 1949; later a probation officer. Died in Orillia, 7 February 1992.

This officer, by virtue of his thorough knowledge of service procedure and his untiring zeal, has been a tower of strength to his senior officers throughout his extensive career. His sound knowledge and good judgement have been of inestimable value in opening new units and closing stations no longer required by the training plan. By his cheerful and co-operative spirit and outstanding devotion to duty he has set an excellent example to those serving under him. His qualities of leadership and organizing ability have contributed materially to the successes of the training plan.

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MASON, P/O James Hubert (J17624) - **Distinguished Flying Cross** - No.50 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 10 December 1943 and AFRO 297/44 dated 11 February 1944. Born 17 July 1919 in Hanna, Alberta; home in Vancouver; enlisted in Calgary, 8 August 1941. At No.3 Manning Depot, Edmonton, 26 August to 24 September 1941 and No.2 BGS, Mossbank, 25 September to 10 November 1941. Posted to No.2 ITS, Regina, 11 November 1941 (graduated and promoted LAC, 2 January 1942). Further trained at No.18 EFTS, Boundary Bay (graduated 13 March 1942) and No.1 SFTS, Camp Borden (graduated and promoted Sergeant, 17 July 1942). To "Y" Depot, Halifax, 1 August 1942; to RAF Trainees Pool, 6 August 1942; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 19 August 1942; to No.15 (P) AFU, 29 August 1942; to No.16 OTU, 27 October 1942. Posted to No.1660 Conversion Unit, 9 March 1943. On 24 March 1943 he was pilot of Halifax DG315 which was damaged in landing at Swinderby (approach with wheels up, corrected undercarriage setting just before contact with ground; flight engineer blamed). Commissioned 4 April 1943. Posted. to No.50 Squadron, 27 April 1943. On 28 May 1943 he was pilot of Lancaster ED468 when undercarriage collapsed on landing; blamed on structural failure. By then he had flown 348 hours total and 71 hours on Lancasters. Promoted Flying Officer, 4 October 1943. To No.1660 Conversion Unit, 18 October 1943. Killed in flying accident, 1 February 1944 (No.1660 Conversion Unit, Stirling EF232; buried in UK). At the time of accident he had flown 125 hours daylight solo and 102 hours night solo on Lancasters plus 16 hours day dual on Oxfords, 28 hours day solo on Oxfords, two hours night dual on Oxfords, two hours night solo on Oxfords, eleven hours day dual on Stirlings, 47 hours day solo on Stirlings, two hours night dual. on Stirlings, and 18 hours night solo on Strlings. Cause of accident unclear, but he had been up with a pupil and crew, reported that undercarriage would not retract, and requested permission to land. It was then reported that one engine was on fire as he approached, and with undercarriage and flaps down may have lost control. Medal presented to next-of-kin, 13 September 1947. 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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MASON, FS Lorne Reginald (R172951) - **Distinguished Flying Medal** - No.106 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 19 October 1922 in Winnipeg; home there (office clerk); enlisted

there 25 June 1942. To No.2 Manning Depot, 23 July 1942. To No.3 Repair Depot, 25 September 1942. To No.10 SFTS for guard duty, date uncertain. To No.2 ITS, 24 October 1942; graduated and promoted LAC, 31 December 1942 but not posted until 6 February 1943 when he went to No.15 EFTS. Ceased training and posted to No.3 Manning Depot, 9 March 1943. To No.2 BGS, 17 April 1943; graduated 7 July 1943 when posted to No.7 AOS; graduated and promoted Sergeant, 20 August 1943. To "Y" Depot, 3 September 1943. To United Kingdom, 12 September 1943. Promoted Flight Sergeant, 20 February 1944. Promoted WO2, 20 November 1944. Repatriated 27 November 1944. To No.2 Air Command, 14 January 1945. To No.5 AOS, 18 January 1945. To Release Centre, 30 June 1945. Retired 5 July 1945. Medal presented 13 September 1947. 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 5 December 1944 when he had flown 29 sorties (150 hours 55 minutes), 20 July to 17 October 1944.

* denotes daylight sortie

20 July 1944 - Courtrai rail yards (3.15)
23 July 1944 - Kiel (5.00)
24 July 1944 - St.Nazaire (5.35)
25 July 1944 - St.Cyr air park (3.40)*
26 July 1944 - Givors rail yards (8.55)
28 July 1944 - Stuttgart (7.35)
30 July 1944 - Normandy battle area (5.05), DNCO, cloud over target
31 July 1944 - Rilly la Montagne V-1 dump (5.10)*
1 August 1944 - Siracourt V-1 dump (3.45)
12 August 1944 - Brunswick (5.30)
14 August 1944 - Normandy battle area (3.45)*
15 August 1944 - Gilze Rejn airfield (3.35)*
16 August 1944 - GARDENING, Stettin Canal (7.10)
18 August 1944 - Bordeaux oil tanks (7.25)*
25 August 1944 - Darmstadt (8.15)
26 August 1944 - Konigsburg (9.30)
29 August 1944 - Konigsburg (10.00)
31 August 1944 - Auch-les-Hesdin V-1 dump (4.10)*
3 September 1944 - Deelan airfield (3.45)
17 September 1944 - Boulogne (2.45)*
18 September 1944 - Bremerhaven (4.25)
19 September 1944 - Rheydt (4.35)
23 September 1944 - Dortmund-Ems Canal (4.40)
26 September 1944 - Karlsruhe (4.40)
27 September 1944 - Kaiserlauten (6.00)
4 October 1944 - GARDENING, Silverthorne (6.05)
6 October 1944 - Bremen (4.30)

14 October 1944 - Brunswick (6.50)
17 October 1944 - Westkapelle (2.30)*

Flight Sergeant Mason has taken part in twenty-nine sorties and has achieved very successful results. By both day and night he has bombed targets of vital importance with extreme accuracy.

Tactical bombing has frequently been his task. Railway yards, airfields and troop concentrations are amongst his targets and he has obtained aiming point photographs during daylight attacks on oil tanks at Bordeaux, gun emplacements at Boulogne and the sea wall at Westkapelle.

He took part in both the successful attacks on Konigsburg, and other German targets he has bombed are Stuttgart, Darmstadt, Karlsruhe, Bremen and Brunswick.

Flight Sergeant Mason has also laid mines in enemy waters and it was on one of these sorties that he achieved the most outstanding success of his tour. He was detailed to lay mines in the Stettin Canal, a task necessitating a high degree of accuracy from a low level. As was expected, fierce opposition was encountered but Flight Sergeant Mason coolly directed his captain over the target, and from a height of only 250 feet he dropped his mines in the canal. Much of the credit for the successful completion of this important and dangerous task must go to Flight Sergeant Mason.

Throughout his tour, Flight Sergeant Mason has displayed keenness and a high technical skill which have rewarded him with many successful sorties.

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MASON, F/L William Ewen Burdett (J26408) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 15 November 1918 in Hawksbury, Ontario; home in Toledo, Ohio (gardener); enlisted in Windsor, Ontario, 7 April 1942 and posted to No.1 Manning Depot. To No.5 Manning Depot, 17 July 1942. To No.5 ITS, 15 August 1942; graduated and promoted LAC, 10 October 1942 but not posted to No.13 EFTS until 23 October 1942; may have graduated 18 December 1942 but not posted to No.1 SFTS until 9 January 1943; graduated and commissioned 14 May 1943. To "Y" Depot, 28 May 1943; to RAF overseas, 22 June 1943. Promoted Flying Officer, 4 November 1943. Promoted Flight Lieutenant, date uncertain. Repatriated 14 May 1945. To No.14 SFTS, 27 June 1945. Retired 23 August 1945. Medal sent by registered mail 6 May 1949. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public

Records Office Air 2/9051 has recommendation dated 17 December 1944 when he had flown 34 sorties (161 hours 30 minutes), 22 June to 4 December 1944.

22 June 1944 - Rheims
27 June 1944 - Vaires
29 June 1944 - Siracourt
30 June 1944 - Vierzon
2 July 1944 - Oisemont
5 July 1944 - Dijon
7 July 1944 - Caen
12 July 1944 - Tours
18 July 1944 - Sennerville
18 July 1944 - Gelsenkirchen
20 July 1944 - Wizernes
11 August 1944 - Somain
12 August 1944 - Russelsheim
14 August 1944 - Battle area
15 August 1944 - Volkel
16 August 1944 - Stettin
18 August 1944 - Bremen
25 August 1944 - Russelsheim
26 August 1944 - Kiel
29 August 1944 - Stettin
15 September 1944 - Kiel
16 September 1944 - Moerdejk
5 October 1944 - Saarbrucken
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
1 November 1944 - Oberhausen
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
16 November 1944 - Duren
18 November 1944 - Munster
21 November 1944 - Sterkrade
3 December 1944 - Urft Dam
4 December 1944 - Karlsruhe

Flight Lieutenant Mason has completed 34 operational sorties, 23 of which have been with the Pathfinder Force.

This officer is a captain of skill, courage and determination, whose calculated and skilful handling of his aircraft under many difficult conditions have gained him

the confidence of his crew. He presses home his attacks with tenacity and courage in spite of difficult and trying conditions. He has a fine offensive spirit and a strong sense of duty, and can be relied upon to complete any work entrusted to him.

He has always shown a high degree of skill, courage and devotion to duty, and I recommend him for the award of the Distinguished Flying Cross.

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MASSE, WO1 (now P/O) Joseph Jean Charles Ubald (R55488/J87969) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 6 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 11 September 1921 in Quebec City; home in Montreal; enlisted in Quebec City, 4 September 1940 as an Electrician. Posted that date to No.4 Manning Depot. To Technical Training School, 21 January 1941. Promoted AC1, 7 June 1941. To No.15 SFTS, 11 June 1941. Promoted LAC, 1 October 1941. Remustered to aircrew, 14 March 1942, reverting to AC2 and posted to No.4 ITS. Promoted LAC, 1 April 1942. Posted elsewhere (possibly Trenton), 26 May 1942. To No.4 BGS, 4 July 1942. Graduated and promoted Sergeant, 14 August 1942. To "Y" Depot, 28 August 1942. To RAF overseas, 26 October 1942. Promoted Flight Sergeant, 14 February 1943. Promoted WO2, 14 August 1943. Commissioned 3 June 1944. Promoted Flying Officer, 3 December 1944. Repatriated 22 January 1945. To Mountain View, 6 March 1945. To Release Centre, 4 October 1945. Retired 5 November 1945. Medal presented 25 February 1949. Gunnery Officer with RCAF Auxiliary, Quebec City, 8 February 1949 to 11 October 1950 (Flying Officer and Flight Lieutenant).

Throughout a tour of operational duty as air gunner, Warrant Officer Masse has consistently displayed outstanding initiative and a fine fighting spirit. On a recent sortie he was rear gunner of an aircraft which was hit and damaged by enemy fire. Control having been temporarily regained, this officer then succeeded in locating the defective control rod and with the assistance of the flight engineer the damage was repaired. By his coolness and presence of mind Warrant Officer Masse contributed in good measure to the safe return of the aircraft.

DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Volume 20607) has the original recommendation by W/C Lecompte drafted 7 August 1944 when he had flown 41 sorties (269 hours 30 minutes) as follows; note his name was spelled "Massey" in the submission:

Throughout an operational career that comprised 41 offensive sorties against enemy targets, Warrant Officer Massey has always conducted himself with great gallantry and outstanding devotion to duty. These operations include four attacks on Berlin and others on Cologne, Stuttgart, Leipzig, Gladbach and Frankfurt.

On his first operational flight, June 23rd, 1943, Warrant Officer Massey was mid-upper gunner of a Stirling bomber which was hit by flak while flying at 1,300 feet over the Frisian Islands. Though aware that the pilot had been seriously injured, and in spite of the fact that flak fragments had torn a hole in the perspex of this turret, this courageous gunner remained at his post. On a later occasion he was rear gunner of a Stirling bomber subjected to several attacks by an enemy fighter over Gladbach. Severe structural strain imposed on the Stirling as a result of violent evasive action rendered the elevators unserviceable. Out of control, the aircraft dropped from 17,000 feet to about 2,000 feet, and the pilot ordered the crew to bale out. The door leading to the rear turret had jammed, but Warrant Officer Massey managed to smash his way through. Level flight having been temporarily regained, he then succeeded in locating the defective control rod and assisted the Flight Engineer in repairing the damage. By his coolness and presence of mind, this non-commissioned officer extricated his crew from a perilous situation, thereby safeguarding lives and much valuable equipment. Another occasion on which Warrant Officer Massey acquitted himself with great gallantry was on an attack by an enemy fighter; this courageous Warrant Officer first gave directions regarding evasive action, then opened fire on the enemy which was successfully driven off.

This Non-Commissioned Officer's exceptional fighting qualities and resourcefulness have been an example and an inspiration to other members of his crew. I recommend that his outstanding devotion to duty be recognized by the award of the Distinguished Flying Cross.

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MASSEY, F/O Cornelius (J1113) - **Mention in Despatches** - No.405 Squadron - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born 7 July 1910 in Hyde, Cheshire; educated at Hollingsworth Cheshire (England, 1919-1921) and St. Patrick's School (Magog, Quebec, 1922-1924), followed by private tutors (1925-1926). Home in Plains, New Jersey (engraver). Enlisted in Ottawa, 25 January 1941 and posted to No.1 Manning Depot. To No.5 SFTS (guard), 3 May 1941; to No.1 ITS, 3 July 1941; graduated and promoted LAC, 8 August 1941 when posted to No.12 EFTS; ceased training 25 September 1941 and 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 and commissioned, 30 March 1942). To "Y" Depot, 31 March 1942; to RAF overseas, 30 April 1942. To No.1 (Observer) AFU, 16 June 1942. To No.22 OTU, 17 July 1942. To No.405 Squadron, 30 September 1942. Promoted Flying Officer, 1 October 1942. To No.426 Squadron, 17 May 1943. Attended Bombing Leader Course, 25 July to 21 August 1943 when described as "Quiet type of officer. Intelligent and can think for himself. Good technical knowledge. Steady and sound." Promoted Flight Lieutenant, 30 March 1944. To Headquarters, No.6 Group, 15 April 1944 (Assistant Bombing Leader). Promoted

Squadron Leader, 10 August 1944 and posted that date to No.64 Base. Repatriated 8 June 1945; to Trenton, 21 July 1945. Retired 14 September 1945. Died in New Jersey, 2 June 1992. Photo PL-26901 (ex UK-8380 dated 29 February 1944) shows him in flying gear (fur-lined jacket, parachute hairiness, Mae West) "surrounded by all the mysterious paraphernalia of his trade"; caption says he had flown 23 trips (five to Berlin). Photo PL-26977 (ex UK-8517 dated 3 March 1944) shows sign-over from armourers who have bombed up his aircraft to the bomb aimer (Massey); "He usually checks with the armourers as to the load carried, its disposition and the pre-selected bombing stations on his bombing panel. Thus he knows exactly what will happen as he presses the bomb-tit." RCAF photo PL-30587 (ex UK-12000 dated 24 June 1944) shows S/L John Brittan (seated, Group Bombing Leader) with his deputy, F/L Con Massey, DFC of Ottawa and Plainfield, New Jersey. Photo PL-32440 shows S/L G/A. Sweany, DSO, DFC, 63 sorties (seated) with S/L Con Massey, DFC (bombing leader as an RCAF bomber base). Photo PL-32366 shows him alone. AFRO does not give unit; **No.6 Group Monthly Summary of Operational and Training Activities** (June 1943) gives unit as No.405 Squadron.

MASSEY, F/O Cornelius (J11113) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. No citation 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.2624 (RG.24 Vol.20628) has recommendation dated 20 December 1943 when he had flown 20 sorties (203 hours 15 minutes) between 13 September 1942 and 3 December 1943. These included anti-submarine patrols flown 16 November 1942 to 18 February 1943 which in turn included two sightings of U-boats on 26 November 1942 (crashed at St.Eval) and one attack on a U-boat on 12 February 1943. Medal presented at Buckingham Palace, 11 August 1944.

This officer has proved himself a most courageous and skilful Bomb Aimer. He has completed many operational sorties, both in Coastal Command and Bomber Command, including attacks against many of the most heavily defended enemy targets. He has consistently achieved success over the most difficult targets in the face of intense enemy opposition. By his coolness and determination he has set a high example in the squadron.

The full sortie list was as follows:

13 September 1942 - Bremen (6.35)
16 September 1942 - Essen (7.35)
16 November 1942 - anti-submarine patrol (6.20)
20 November 1942 - anti-submarine patrol (11.30)
23 November 1942 - anti-submarine patrol (11.05)
26 November 1942 - anti-submarine patrol (9.40, two subs sighted, crashed at St.Eval)
17 December 1942 - anti-submarine patrol (8.40)
20 December 1942 - anti-submarine patrol (10.35)
23 December 1942 - anti-submarine patrol (10.00)

31 December 1942 - anti-submarine patrol (9.10)
12 January 1943 - anti-submarine patrol (9.00)
19 January 1943 - anti-submarine patrol (8.10)
9 February 1943 - anti-submarine patrol (7.35)
12 February 1943 - anti-submarine patrol (9.25, sighted and attacked sub)
18 February 1943 - anti-submarine patrol (10.10)
11 March 1943 - Stuttgart (7.05)
12 March 1943 - Essen (4.20)
26 March 1943 - Duisburg (4.30)
3 April 1943 - Essen (4.20)
27 April 1943 - Duisburg (5.25)
3 September 1943 - Berlin (7.55)
5 September 1943 - Mannheim (6.50)
18 October 1943 - Hanover (5.55)
22 October 1943 - Kassel (6.00)
22 November 1943 - Berlin (7.40)
3 December 1943 - Leipzig (7.45)

RCAF Press Release No. 6388 dated 27 August 1944 from Sergeant John Badger, transcribed by Huguette Mondor Oates, reads:

WITH RCAF BOMBER GROUP OVERSEAS: -- Scientific by training and background, "Con" Massey of Plainfield, N.J., and Pointe Claire, Quebec, has just been made a squadron leader and appointed bombing leader at one of the bases of this Group. He flew a tour of operations with the thunderbird and the City of Vancouver Squadrons, as a result of which he wears the DFC. Massey left a career as textile engraver and designer to become a bomb aimer for the duration. First change the Air Force wrought in this studious quiet-spoken man was to streamline his Christian name, Cornelius, to "Con.".

It was not long before his careful work won him a posting to the renowned City of Vancouver Squadron. Massey was aboard one of the unit's Halifaxes on a return flight from Duisburg the night the rear gunner destroyed a Me.109. The Halifax was spiraling underneath the diving night-fighter when the gunner, Flight Lieutenant Dick Botkin of Wichita, Kansas, hammered a stream of bullets into the dark outline above. The fighter disintegrated in a blinding explosion. Fragments of its cowling lodged in an engine radiator of the Halifax. One of the scraps is Massey's most valued war souvenir.

Another night as his four-engined bomber was thundering through the black sky toward Stuttgart, a Me.110 winged in on their tail. For half an hour, the Halifax pilot threw his giant plane through one combat manoeuvre after another but the German would not be shaken. At last, just as rear-gunner Botkin barked new

directions for evasive action over the intercom, the Messerschmitt got into position for a burst and let them have it, riveting 30 holes into a petrol tank on the port wing. But Botkin was in position too and he caught the Nazi with a hail of bullets as a result of which it immediately broke off the engagement. The gallant Kansan is now missing.

His tour completed, Massey was transferred to Group Headquarters where he joined the staff of experts who plan the missions of the Canadian heavy bomber fleet. Next, followed his promotion and appointment to head the bombing sections of one base.

Massey comes by his scientific talents naturally. His father, now deceased, won several medals at international textile exhibitions, while his brother, Edward, is an army major in chemical warfare work at Defence Headquarters, Ottawa, Ontario.

Notes: Assessed 2 October 1943 - "Above average air bomber. Has had an enviable record on operations. This officer has been a great help in the training of new air bombers." (W/C W. Swetman).

Assessed 31 July 1944 at Headquarters, No.6 Group - Had flown 614 hours (55 in last six months). "Very careful and accurate workman. Has done a good job at this Headquarters." (S/L G.A. Sweany). "A very hard working, conscientious and reliable officer. Lacking somewhat in forcefulness but thoroughly reliable."

Application for Operational Wing dated 2 April 1944 stated he had flown 26 sorties (259 hours 40 minutes), 28 September 1942 to March 1944.

Repatriation form dated 11 May 1945 states he had flown 27 sorties (266 operational hours), the last on 22 March 1944. Also 246 hours 35 minutes non-operational. Types experienced were Anson (50 hours five minutes), Wellington (58.00), Halifax II (228.30), Lancaster II (174.30) and Lancaster X (1.30).

Training: Attended No.1 ITS, 4 July to 8 August 1941. Courses in Mathematics (84/100), Armament, practical and oral (81/100), Signals (95/100), Hygiene and Sanitation (39/40), Drill (89/100) and Law and Discipline (60/60). Placed ninth in a class of 132. "Good type, serious, steady, dependable and anxious to make good in any capacity."

Attended No.12 EFTS, 8 August to 25 September 1941. Fleet Finch, seven hours 35 minutes of dual instruction. Was tense, swerved on take off, had trouble with airspeed. Ceased training.

Attended No.9 AOS, 13 October 1941 to 16 January 1942. Anson aircraft -32.09 as first navigator by day, 27.06 as second navigator by day, 11.45 as first navigator by night, 1.30 as second navigator by night. Also 2.25 on bombing practice. "Very good navigator." Ground marks were in DR Plotting (131/150), DR and DF, written (174/200), Compasses and

Instruments (142/150), Signals (98/100), Maps and Charts (95/100), Meteorology (72/100), Photography (83/100), Reconnaissance (87/100), Bombing, written (81/100) and Bombing, practical (64/100)/ Placed third in a class of 23.

Attended No.6 BGS, 19 January to 28 February 1942. Battle aircraft - 12.15 day bombing, 2.40 night bombing, 6.05 day gunnery. Dropped 17 bombs high level by day, eight high level by night, 18 low level. "His bombing results are satisfactory." In gunnery scored 5.5 percent hits in Beam Test, 5.5 percent hits in Beam Relative Speed Test. No Under Tail Test due to bad weather. Fired 1,000 rounds air-to-air. Examinations in Bombing, written (115/150), Bombing, practical (116/150), Gunnery, written (78/100) and Gunnery, practical (71/100). Placed 19th in a class of 27. "He achieved a satisfactory position in the class, is keen and hard working. He is very level headed type of man, and will be an efficient observer."

Attended No.2 ANS, 2-30 March 1942. Anson aircraft - 2.15 as first navigator by day, 11.20 as second navigator by day, 6.05 as first navigator by night, 14.24 as second navigator by night. "Excellent student. Accurate and painstaking, Well organized in the air." Courses in Astro Navigation Plotting (102/150) and Astro Navigation, written (77/100). Placed 20th in a class of 67. "Above average."

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MASSEY, G/C Denton (C1706) - **Officer, Order of the British Empire** - No.4 Release Centre - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/45 dated 5 July 1946. Born in Toronto, 20 June 1900. Attended St. Andrew's School, 1909-1913, University of Toronto Schools, 1914-1918 (junior and senior matriculation), University of Toronto School of Science (1919, mechanical engineering) and Massachusetts Institute of Technology (1919-1924, wrote thesis on Automotive Engineering). Employed by Massey Harris, Toronto, 1924-1942 (seven years in shop practice, application of mechanical energy to production, supervised building program of the company in Toronto). Junior Partner in Philip Massey and Company, Toronto, 1932-1934. Sold partnership to become Ontario organizer in election campaign of 1934. Enlisted in Toronto, 20 February 1940 as Administrative Officer. Promoted Flight Lieutenant, 1 October 1940. To AFHQ, 15 December 1940 (Directorate of Technical Training but also active with Air Cadets). To Composite Training School, Trenton, 9 March 1941 for administrative course. To No.3 ITS, 26 April 1941. Promoted Squadron Leader, 1 May 1941. Promoted Wing Commander, 1 October 1942. Posted overseas, 17 December 1942. To RCAF Overseas Headquarters, 10 January 1943. Promoted Group Captain, 15 September 1943. To Repatriation Depot, Warrington, to command, 30 November 1943. To Canada on leave, 11 March 1944, arriving New York 16 March 1944. Returned overseas, 1 June 1944. Repatriated 11 May 1945. To No.1 Air Command, 15 May 1945. To No.4 Release Center, 31 July 1945. To Composite Training School, 22 April 1946. To No.2 Release Center, 9 July 1946. Retired 10 July 1946. Best known postwar as radio evangelist. Died in Cambridge, Ontario, 25 January 1984 as per **Airforce Magazine** of June 1984. Photo PL-44041 (ex UK-21406 dated 16 May) is captioned as follows: "G/C Denton Massey, Toronto, officially signing

over command of the RCAF Repatriation Depot at Warrington, Lancs., to G/C J.A. Hutchison, OBE, Edmonton; F/L R.V. Hacking, Aurora, Ontario, looks on." Photo PL-44042 taken on same occasion: G/C J.A. Hutchison signs while G/C Massey looks on; accompanied by their adjutants, F/L R.V. Hacking (Aurora) and F/O C.G. Smith (Belleville, extreme right).

This officer has contributed outstanding service to the Royal Canadian Air Force throughout the war and during the demobilization period following as Commanding Officer of the Reselection Centre, Trenton, Initial Training School, Victoriaville, Repatriation Centre, Warrington, England, and No.4 Release Centre, Toronto. He has administered these difficult units and the personnel passing through them with zeal, tact, personal energy and perseverance far beyond the normal call of duty. He has at all times exercised his ability and command in the studied improvement of good relations between the service and the individual and between the Royal Canadian Air Force and the citizens of the communities in which he has served, a feature which has been of incalculable benefit to the high standard of the Royal Canadian Air Force at home and abroad.

The recommendation was raised 6 March 1946 by Air Vice-Marshal E.E. Middleton, Air Officer Commanding, No.1 Air Command.

Notes: Assessed 10 October 1940 - "An efficient officer with good organizing ability. A loyal and untiring worker with a capacity to get things done." (G/C J.A. Sully).

Assessed 17 July 1942 - "Squadron Leader Massey assumed command of No.3 ITS, Victoriaville, Quebec, approximately two months ago and since his taking over this Station he has been functioning to my entire satisfaction. He has created good feelings between the RCAF and the municipality of Victoriaville and I would strongly recommend, in view of his ability, that he be promoted to the Acting rank of Wing Commander." (Air Commodore Albert de Niverville, Air Officer Commanding, No.3 Training Command).

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MASSEY, F/L Hart Parkin Vincent (C1337) - **Croix de Guerre with Bronze Star (France)** - Award as per **Canada Gazette** dated 20 September 1947 and AFRO 485/47 dated 12 September 1947. Home in Toronto. Enlisted 30 October 1939 as Administrative Officer and posted overseas as of that date. Promoted Flight Lieutenant, 1 March 1941. Seriously wounded, 1 January 1945 during German attacks on airfields; flown to England for treatment. Repatriated 4 August 1945. Retired 23 November 1945. Son of Vincent Massey. Postwar architect; died 1997. RCAF photo PL-4841 (ex UK-618) shows him with assistant, LAC D.A. D'Acust of Ottawa; described as "Intelligence Officer for a Canadian fighter squadron", at work in a dispersal hut. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Flight Lieutenant Massey served as Intelligence Officer with No.143 Fighter Bomber wing of 2nd Tactical Air Force. In France and worked long hours to ensure that his responsibilities were carried with the maximum of efficiency.

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MASSIE, F/O James Cardno (J38182) - **Distinguished Flying Cross** - No.692 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 23 December 1923 in Toronto; home there (student); YMCA Camp, Innisfil, 1936 to 1941. Attended Danforth Technical School completing grade 13 early to enter the RCAF. Enlisted in Toronto 23 April 1942. To No.1 Manning Depot, 12 May 1942. To No.9 BGS, 10 July 1942. To No.3 ITS, 12 September 1942; graduated and promoted LAC, 7 November 1942 but not posted until 5 December 1942 when sent to No.11 EFTS. Ceased training and posted to No.1 Composite Training School, Trenton, 30 January 1943. To No.10 AOS, 26 April 1943; graduated and commissioned 12 November 1943. Posted that date to No.34 OTU. To "Y" Depot, 29 April 1944. Taken on strength of No.3 PRC, 3 May 1944. Promoted Flying Officer, 12 May 1944. Repatriated 5 August 1945. Retired 19 September 1945. Obituary states he was "stationed at Gravelly, England, where he flew 49 missions over enemy territory, in the Canadian built Mosquito." Married 23 October 1946. In 1946 he created C & M Lighting which he sold in 1949 to begin his career with General Motors and the automotive industry which lasted to his death. Purchased Georgian Pontiac Buick in Barrie with his family on 22 September 1981. Dedicated many volunteer hours within the community most recently as Honorary Chairman Salvation Army Red Shield Appeal. For the last 10 years of his life, he was an integral part of the Barrie Colts Hockey Team, showing tireless involvement as the Managing Director and #1 Fan of the team and players. Died in Barrie, 19 September 2006. Medal presented by Governor General at Government House, 24 January 1956. No citation, "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8772 has recommendation dated 19 May 1945 when he had flown 45 sorties.

19 October 1944 - Wiesbaden
10 November 1944 - Hanover
28 December 1944 - Bonn
30 December 1944 - Hanover
1 January 1945 - Hanover
2 January 1945 - Berlin
4 January 1945 - Berlin
5 January 1945 - Hanover
7 January 1945 - Hanover
10 January 1945 - Hanover
14 January 1945 - Berlin
21 January 1945 - Kassel
29 January 1945 - Berlin

1 February 1945 - Berlin
3 February 1945 - Wiesbaden
4 February 1945 - Dortmund
19 February 1945 - Erfurt
22 February 1945 - Berlin
23 February 1945 - Berlin
24 February 1945 - Neusse
27 February 1945 - Berlin
28 February 1945 - Berlin
3 March 1945 - Wurzburg
7 March 1945 - Berlin
9 March 1945 - Berlin
11 March 1945 - Berlin
13 March 1945 - Berlin
14 March 1945 - Berlin
16 March 1945 - Berlin
17 March 1945 - Nuremburg
21 March 1945 - Berlin
26 March 1945 - Berlin
27 March 1945 - Berlin
8 April 1945 - Dessau
10 April 1945 - Chemnitz
12 April 1945 - Berlin
13 April 1945 - Hamburg
14 April 1945 - Berlin
16 April 1945 - Berlin
17 April 1945 - Ingoldstaadt
21 April 1945 - Kiel
23 April 1945 - Kiel
24 April 1945 - Munich
26 April 1945 - Husum
2 May 1945 - Kiel

This officer has completed 45 operational sorties against some of the most heavily defended targets in Germany, including twenty attacks on Berlin. He has at all times shown skill and courage in carrying out his duties and displayed the utmost determination to bomb his targets accurately. For his skill, courage and devotion to duty he is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

RCAF Press Release No. 8384 dated 19 January 1945 from F/O George Sinclair reads:

WITH RCAF IN BRITAIN: -- When anti-aircraft fire over Munchen Gladbach damaged the controls of a Stirling bomber so badly that the pilot ordered his crew to bail out, a Montreal air-gunner's quick action saved the bomber and its crew.

Rear-gunner in a bombing attack on the Ruhr Valley target, P/O J.C. Massey[sic], DFC, (DeLaurier Street) revealed that the bomber was hit by a burst of heavy flak which damaged the doors of his tail gun turret so that he was trapped. At the same time, the bomber began to climb out of control and the pilot called to the crew to bail out. Massey turned round in the tiny turret and kicked open the jammed doors, a feat which he could not repeat on the ground and which his gunnery leader considered impossible. Crawling into the fuselage of the bomber, he discovered a broken control rod which he knew must be causing the bomber's wild flying. He quickly grasped the ends and held them together, enabling the pilot to level the big bomber and control it. "The pressure on that rod was pretty tough, it took all my strength," Massey declared. "I was off intercom so I couldn't tell if the others were getting out, but I didn't like the idea of going, so I took a chance." With the aid of the engineer, the broken rod was mended well enough to bring the airmen and their damaged bomber to England.

Now, at an RCAF Repatriation Depot on his way home, P/O Massey says: "What breaks my heart is to be going home without getting into Germany to see the job our bombing raids have done".

* * * * *

MASSIE, FS Joseph Dorius (R74233) - **British Empire Medal** - No.7 Release Centre - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 12 November 1906. Enlisted in Ottawa 11 October 1940 as a cook. To No.1 BGS, 10 November 1940. Promoted AC1, 11 January 1941. Promoted LAC, 11 April 1941. Promoted Corporal, 1 June 1941. Promoted Sergeant, 1 October 1941. To No.13 SFTS, 13 December 1941. Promoted Flight Sergeant, 8 September 1942. To No.2 Aircrew Graduate Training School, 12 April 1944. To No.7 Release Centre, 16 January 1945. Retired 18 December 1945. Medal sent by registered mail 7 February 1956.

This non-commissioned officer possesses a knowledge of messing far surpassing the average and has the faculty of maintaining harmony in the operation of the mess. In several instances during his Air Force career he has been called upon to organize and carry out messing functions of all descriptions. These have all been carried out in a manner worthy of the highest commendation. Central messing has been in force at this unit and Flight Sergeant Massie has been chiefly responsible for its operating efficiency and extreme cleanliness. He has always been most active in holding instructional classes for chefs and chef assistants and

with his help in the actual preparing of food he has raised the standard of mess hall personnel in the service.

* * * * *

MASTERS, F/L Thomas James (J9463) - **Distinguished Flying Cross** - No.36 Squadron - Award effective 27 June 1944 as per **London Gazette** dated 7 July 1944 and AFRO 1861/44 dated 25 August 1944. Born 11 March 1916 in Toronto; home there; enlisted there 25 February 1941 and posted to No.1 Manning Depot. To No.14 FTS (guard), 2 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.13 SFTS; graduated and commissioned 19 December 1941. To "Y" Depot, Halifax, 19 December 1941; to RAF overseas, 2 January 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 19 December 1943. Served in both No.36 and No. 62 Squadron. Repatriated 9 November 1944. To No.1 Training Command, 12 December 1944. To No.1 Composite Training School, 14 March 1945. Released 6 December 1945. Moved from Toronto to Sarnia, 1955 to work at Polymer and then Cabot Canada, retiring 1981. Died in Sarnia, 31 January 2004. Photo PL-34155 is a wartime portrait. Medal presented by Governor General, 24 May 1946.

This officer has taken part in a large number of operational sorties throughout which his courage and devotion to duty have been outstanding. One night in January 1944 he was second pilot of an aircraft when a fully surfaced U-Boat was sighted. Despite intense anti-aircraft fire he pressed home his attack with the utmost vigour. During the bombing run his aircraft was hit and caught fire and the flames spread rapidly. Flight Lieutenant Masters was forced to bring his aircraft down on to the sea. His determination to press home the attack in the face of accurate fire from the enemy submarine is typical of this officer's fine fighting spirit.

NOTE: Public Records Office Air 2/9016 has recommendation dated 21 May 1944 when he had flown 42 sorties (330 operational hours); this tells a fuller story than that published:

This officer was second pilot of a Wellington aircraft engaged on Operation SWAMP on the night of the 8th January 1944, and was at the controls when a contact was obtained. Doubt existed as to the contact and an effort at establishing identification was made. Intense anti-aircraft fire was the response. Advantage was taken of the moon to recognize a fully surfaced U-boat. Flying Officer Masters began his attack and the aircraft was hit by accurate fire during the run in. His attack was pressed home with the utmost vigour and the depth charges dropped. Almost simultaneously the aircraft caught fire which, spreading rapidly and with great intensity, caused Flying Officer Masters to make a crash ditching under extremely adverse conditions. Four of the crew were rescued after some three hours in the water.

The determination of this officer in pressing home this attack despite the intense and accurate fire from the U-Boat is typical of his work generally with the squadron. Flying Officer Master is always keen to engage the enemy and anxious to fly in spite of bad weather conditions. His courage and devotion to duty have been outstanding, and this officer has set a high example to the remainder of the squadron.

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MATHER, LAC Thomas Leslie (R173038) - **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 8 May 1918 in Toronto; educated there. Joined Bank of Commerce, 1938. Enlisted in Hamilton, 19 June 1942 as Aero Engine Mechanic and posted to No.1 Manning Depot; to Technical Training School, 14 August 1942; trained at Galt and St.Thomas. Promoted AC1, 11 November 1942. To "Y" Depot, 3 March 1943; to RAF overseas, 27 March 1943. Promoted LAC, 1 April 1943. Repatriated by air, 17 June 1945 and posted to No.8 OTU. To Greenwood, 31 July 1945. Released 28 September 1945, returning to bank duties. No citation in AFRO. The following is taken from **War Service Records, 1939-1945**, (Canadian Imperial Bank of Commerce, 1947), p.9 and 167-168 (entries not fully consistent with each other):

Our men were also used in specialist capacities, as, for example, Corporal T.L. Mather, who after being badly injured in an accident while on duty, was posted to effect equipment liaison between the engineering and equipment administrations of Bomber Command. His report, submitted to the Air Ministry, was subsequently adopted almost in its entirety. He was also successful in tracing and remedying certain engine difficulties at one of the RCAF bases....

Exposure to dampness caused a condition which necessitated relinquishing his trade as mechanic. Thereafter employed on specialist work which later received high commendation. Upon cessation of hostilities, was selected to fly to Canada to assist in organizing the new 6 Group Bomber Bases to be formed on the East Coast for operations in the Far East. Suffered severe injuries to left foot while unloading a Lancaster.

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MATHERS, F/O James Wilson (J12570) - **Distinguished Flying Cross** - No.162 Squadron - Award effective 27 June 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 1 February 1923 in Weyburn, Saskatchewan; home in Vancouver. Clerk in a meat department, Woodward's Store, 1938-1941. Also in Air Cadets, 1939-1941. Enlisted in Vancouver, 2 August 1941. To No.2A Manning Depot, Penhold on enlistment. To No.38 SFTS, Swift Current, 19 August 1941 (non-flying duties); to No.4 ITS, Edmonton, 10 October 1941.

Promoted LAC, 6 December 1941); to No.18 EFTS, Boundary Bay, 7 December 1941; course concluded on 13 February 1942; to No.2 Manning Depot, Brandon, 1 March 1942; to No.12 SFTS, Brandon, 15 March 1942; graduated and commissioned 3 July 1942. To No.1 General Reconnaissance School, 18 July 1942; to "Y" Depot, Halifax, 3 October 1942; to RAF overseas, 22 October 1942. Disembarked in Britain, 9 November 1942. To No.7 (Coastal) OTU, 30 November 1942; promoted Flying Officer, 3 January 1943; to Limivardy, 11 April 1943 and attached to No.1443 Flight. Posted away on 19 April 1943. Departed Britain for Middle East, 27 April 1943. To No.162 Squadron, 2 June 1943. Left that squadron 16 April 1944. To No.78 OTU, 30 April 1944. Promoted Flight Lieutenant, 3 July 1944. Killed in flying accident, No.78 OTU, 28 September 1944 (Wellington JA580). Took off on normal training flight. Starboard engine was seen to smoke, then fail. He commenced a wide left-hand circuit and was approaching field with wheels down (possibly lowered too soon). Aircraft was last seen at 500 feet when it went behind a hill and crashed into Baqa village. He appears to have alighted in the village and hit one of the few concrete structures there; aircraft burst into flames; two villagers also killed. At the time he had 783 hours solo on all types, 430 hours on Wellingtons. He also had time on Magisters (23.10), Blenheim (3.45), and Ansons (226.00). Buried in Palestine. Medal presented by Governor General to next of kin, 27 June 1945.

Flying Officer Mathers has completed a tour of operational duty. On several occasions he has shown great skill and resource in extricating his aircraft from perilous situations. At other times this officer has been detailed to fly along the coastline of defended enemy territory at low level. In many cases intense anti-aircraft fire has been encountered but Flying Officer Mathers has never let this or adverse weather prevent him from completing his allotted tasks. Throughout his courage and devotion to duty have been of the highest order.

NOTE: Public Records Office Air 2/9016 has recommendation (no date) giving incredible detail.

This officer has now completed an operational tour of 230 hours with this squadron.

On the night of 2/3 February 1944 Flying Officer Mathers was captain of a Wellington aircraft detailed to carry out a Signals Investigation flight in the Aegean. Whilst flying at 500 feet just north of Rhodes town the aircraft was suddenly illuminated by a coast searchlight and engaged by intense anti-aircraft fire of all calibres. Flying Officer Mathers immediately took violent evasive action but it was some time before he could get the aircraft out of range of enemy fire. During this time the aircraft was holed several times and it was due entirely to the captain's skill, tenacity and resource that it was not shot down.

On another occasion when this officer captained an aircraft flying at 1,500 feet near Rhodes the starboard engine failed and Flying Officer Mathers turned for base. At first a little power was obtained from the unserviceable engine and the

pilot managed to gain height, but shortly afterwards the engine became useless and was stopped. Height could not be maintained on one engine, and once again it was the pilot's skill which enabled him to make a successful landing at base with just sufficient height to spare.

On a third sortie when flying at 500 feet in the Aegean the aircraft was engaged by an enemy convoy and the tail fin badly holed. Despite this the captain decided to carry on with the operation and completed it successfully.

All Flying Officer Mathers' operations have been carried out around Crete, Rhodes, north and south Aegean, Khice, Salonika, west coast Greece to Corfu and Corinth Canal. In many cases bad weather conditions have been encountered but this officer has whenever humanly possible completed the flights required.

No.162 Squadron has, until recently, been under the direct control of Headquarters, Royal Air Force, Middle East, Signals Department, and performs varied special duties of a highly secret nature. In order to understand the difficult and often dangerous duties performed by our pilots and crews, a knowledge of methods used in enemy radar investigation is necessary. These flights must be made at a height not exceeding 1,000 feet and preferably at about 500 feet. Our aircraft is required to be plotted continually by the transmissions, and is therefore usually fired on, especially if the transmission is of gunlayer type, and in most other cases is very likely to have night fighters vectored onto it.

In order to make positioning of enemy radar stations possible, it is necessary that the aircraft be held on a steady course, regardless of shelling, and often over heavily defended areas. At all times when Flying Officer Mathers has been the captain of the machine very successful results have been obtained owing to his appreciation of technical requirements and skill and tenacity in flying the course required. It will be remembered that our aircraft are not fitted with ASV or any radio navigation device (except loop) but must still fly accurate courses among the islands, even on moonless nights at low levels. The results of a flight depend entirely upon the accuracy of navigation.

The accurate flying and will to see a job well done is characteristic of Flying Officer Mathers and his crew and has materially increased the value of the work done in this squadron over the last year. His courage and devotion to duty has always been of the highest order, and an example to everyone in the squadron.

On 30 June 1943 he was flying Wellington T2878 on a communications mission (transport of urgently needed supplies to Gambut). At the time he had flown 355 hours solo (all types) including 160 hours on Wellingtons. Starboard engine began coughing. He managed to get it running normally for a time but trouble recurred when he climbed to 5,500 feet. He landed at El

Adem. By now the engine had failed completely. It suddenly caught fire and extinguisher failed to work. He then cut the port engine and the crew evacuated as the Wellington was consumed by fire. Initial investigation officer wrote, "Pilot to be commended on the action he took."

On 26 September 1944, two days before his fatal crash, he had another accident, this one involving Wellington JA524. The port tyre went flat just after landing and the aircraft came to rest with the port wheel off the runway. The Wellington began to tip up, causing port propellor blades to nick the earth, even with the stick pulled all the way back. He was not held responsible. S/L W.B. Skinner wrote, in part, "An experienced Wellington pilot who has been flying Ansons only for a considerable period, was doing circuits and landings to get his hand in before returning to operational duties."

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MATHESON, Corporal Alexander Laughlin (R88104) - **Mention in Despatches** - No.405 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 19 August 1920. Home in Little Narrows, Nova Scotia; enlisted in Halifax, 13 February 1941 as Aero Engine Mechanic. To No.1 Manning Depot, Toronto, 13 February 1941. To Technical Training School, St. Thomas, Ontario, 4 April 1941. To Embarkation Depot, 13 September 1941. To RAF overseas, 17 September 1941. Promoted Corporal, 1 April 1943. Repatriated to Canada, 13 November 1944; to Release Centre, 17 December 1944. Released 6 February 1945. Died 1988.

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MATHESON, WO2 (now P/O), Colin Neil - **Distinguished Flying Cross** - (R152802/J877765) - No.409 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 13 October 1916 in Winnipeg; home there (pay roll clerk); enlisted there 17 January 1942. To No.2 Manning Depot, 3 February 1942. To No.15 SFTS (guard), 11 April 1942. To No.7 ITS, 9 May 1942; graduated and promoted LAC, 3 July 1942; posted next day to No.3 AOS; graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, 6 November 1942; to RAF overseas, 22 November 1942. Promoted Flight Sergeant, 23 April 1943. Promoted WO2, 23 October 1943. Commissioned 3 April 1944. Promoted Flying Officer, 3 October 1944. Medal presented at Buckingham Palace 13 July 1945. Repatriated by air, 23 July 1945. To "K", 13 July 1945. Retired 26 September 1945. RCAF photo PL-33650 (ex-UK-15932, 20 October 1944) shows F/O C.N. Matheson on left talking to his pilot, F/O W.C. Kirkwood. RCAF photo PL-36832 has the following caption: "All from Winnipeg district, these seven Manitoba fliers, decorated for gallantry overseas, returned to Canada recently on the same troopship, HMT **Stratheden**. Front row, left to right, F/O C.N. Matheson, DFC (123 Garfield Street), F/L C.E. Dingle, DFC (182 Furby Street) and F/L D.W. Rathwell, DFC (48 Cunningham Avenue, St. Vital). Back row left to right, F/O S.W. Posner, DFC (455 Alfred Street), S/L N. Thorp, DFC (18 Linwood Court, Deer Lodge), F/L H.N. Scott, DFC (998 Dorchester Avenue) and F/L D.M. Peden (140 Arnold Avenue.) F/L Peden brought a Flying Fortress back from Gelsenkirchen after being shot up by fighters." RCAF photo PL-

45286 (ex UK-22725 dated 19 July 1945 shows F/O Colin N. Matheson (left, Winnipeg) and F/O R.E. Goatcher (right, Winnipeg) in courtyard of Buckingham Palace following investiture, Cited with WO1 Walter G. Kirkwood (RCAF, pilot, DFC - see above for citation).

NOTE: Public Record Office Air 2/9159 has recommendation drafted 25 July 1944.

Warrant Officer Matheson, navigator, has successfully completed 28 operational sorties over enemy territory, all at night. During this time his skill and determination in carrying out his navigational duties has resulted in the successful interception and shooting down of three enemy aircraft. His resourcefulness and outstanding skill in particular reflected in the successful interception and subsequent destruction of a Junkers 188 on the night of June 28/29th. In this engagement after being informed of an enemy aircraft, through his own skill, worked his way successfully against difficult odds, until his pilot was able to see and destroy the enemy plane. This navigator through his training has proven an above average airman, and has been an inspiration to the entire squadron.

RCAF Press Release No. 8079 dated 4 January 1945 from F/L Fred Jackson reads:

WITH THE RCAF IN BRITAIN: -- Pilot Officer Walter Kirkwood, DFC, 22-year-old, City of Saskatoon, Lynx Squadron Mosquito pilot, can tick off the number of his "kills" on the five fingers of his right hand.

Kirkwood, of Edmonton, Alberta (10747-104th Street) was out on his fourth trip with his RCAF squadron recently when he and Navigator P/O Neill Matheson, DFC of Winnipeg, Manitoba (123 Garfield Street) saw the navigation lights of a German aircraft twinkling at the far end of an airfield.

"The Hun had just turned the lights on and off after landing," explained Kirkwood. "We were cruising at about 1500 feet and went right after him. He turned off the end of the runway when we hit him with a couple of short bursts. He blew up when we were roaring over about 50 feet off the deck."

The Lynx team got out of there in a hurry. Searchlights went on and guns started firing but all too late to catch the Mosquito. On the trip home, this intrepid pair spied a German lorry lumbering along a highway. They went down to tree top height and blew it up. "Good thing it exploded," remarked Matheson. "The flash illuminated some trees dead ahead and we just managed to graze over the top of the branches."

Both Kirkwood and Matheson were with an RAF squadron before joining the Lynx squadron. They were on beach-head patrols after D-Day and Matheson teamed with his pilot to shoot down three German aircraft. Two were Ju88's and the other

a Ju188. F/O Bill Ward, a Toronto, Ontario airman, was navigator with P/O Kirkwood when he gave the chop to his other victim, a Junkers188. Kirkwood and Matheson were awarded the DFC for their share of the exploit.

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MATHESON, F/L Kenneth Albert (J24370) - **Distinguished Flying Cross** - No.49 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 14 May 1914 in Calgary; home in New Westminster, British Columbia (clothing store partner and player on New Westminster Adanacs lacross team); enlisted in Vancouver, 30 January 1942. Granted Leave Without Pay until 1 April 1942 when posted to No.10 Repair Depot. To No.4 ITS, 23 May 1942; graduated and promoted LAC, 17 July 1942 but not posted to No.5 EFTS until 29 August 1942; may have graduated 23 October 1942 but not posted to No.3 SFTS until 7 November 1942; graduated and commissioned 5 March 1943). To "Y" Depot, 20 March 1943. To RAF overseas, 26 March 1943. Promoted Flying Officer, 5 September 1943. Promoted Flight Lieutenant, 12 May 1944. Promoted Squadron Leader, 23 October 1944. Married Flying Officer Enid Faulkner, an RCAF nurse who worked with G/C Tilley at East Grinstead Hospital. See the book **As for the Canadians - The Remarkable Story of the RCAF's Guinea Pigs of World War II** for her story. Both DFC and Bar presented at Buckingham Palace, 13 July 1945. Repatriated 23 July 1945. To No.3 Repair Depot, 3 August 1945. To Central Flying School, 27 October 1945. Retired 12 December 1945. Postwar he was owner and president of the Fraser River Pile Driving Company. In 1948 it was especially busy repairing flood damage. It also drove piles used in bridges and ferry terminals in Lower Mainland of British Columbia. Died in New Westminster, 29 November 2003. RCAF photo PL-40149 (ex UK-16722 dated 21 November 1944) is captioned as follows: "From Western Canada, this trio have been comrades for more than 44 operational trips with an ace RAF Lancaster squadron. From left to right they are, F/O Ken E. Weaver, Kowichan Bay, Vancouver Island, a former Mountie in the Great Bear Lake area, air gunner, F/L Ken Matheson, DFC, pilot, who formerly played lacross with New Westminster's champion Salmon Bellies, and P/O F.G. Sheppard, air gunner, Stoney Beach, Saskatchewan, who flew on RCAF coastal patrols over the Pacific more than a year before coming to Britain." No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9015 has recommendation dated 15 July 1944 when he had flown 26 sorties (133 hours 25 minutes) and was a Deputy Flight Commander. For sorties, see entry for Bar to DFC; text with recommendation as follows

This officer has now completed 26 operational sorties as a captain of Lancaster aircraft. A great number of these sorties have been carried out against heavily defended targets including Essen, Munich, Schweinfurt and Creil. He has show exceptional determination to place his bombs accurately on the target regardless of the opposition encountered.

He has shown exceptional qualities of leadership and is an outstandingly keen and efficient captain. He has set an invaluable example to the less experienced crews.

For his devotion to duty in the face of the enemy and the thoroughness in which he has carried out every task allotted to him I strongly recommend the award of the Distinguished Flying Cross.

MATHESON, S/L Kenneth Albert, DFC (J24370) - **Bar to Distinguished Flying Cross** - No.83 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945.

Since the award of the Distinguished Flying Cross, Squadron Leader Matheson has taken part in many more operational sorties. He has proved to be a most skilful pilot and successful captain of aircraft who has always faced the enemy with cool courage and determination. On one occasion in October 1944 he was captain of an aircraft detailed for an attack against Bremen. While over the target his aircraft was heavily engaged by anti-aircraft fire and illuminated by searchlights. Undeterred he kept his damaged aircraft steady and successfully completed his allotted task.

NOTE: Public Records Office Air 2/9015 has recommendation for DFC dated 15 July 1944; Public Records Office Air 2/9069 (Part One) has recommendation for Bar to DFC dated 8 February 1945. The sortie list below is compiled from both documents; the text is interesting for the comparison between initial proposal and final citation. As of this recommendation he had flown 50 sorties (281 hours 17 minutes), 26 March to 21 December 1944.

26 March 1944 - Essen (4.45)
9 April 1944 - GARDENING, Danzig (8.55)
10 April 1944 - Tours (5.25)
18 April 1944 - Paris/Juvisy (4.45)
20 April 1944 - Paris/La Chapelle M/Y (4.25)
22 April 1944 - Brunswick (6.35)
24 April 1944 - Munich (9.50)
26 April 1944 - Schweinfurt (8.40)
7 May 1944 - Salbris (5.10)
9 May 1944 - Gennevillier (4.15)
11 May 1944 - Bourg Leopold (3.15)
19 May 1944 - Amiens (3.35)
21 May 1944 - GARDENING, Kiel (5.55)
22 May 1944 - Brunswick (5.35)
24 May 1944 - Antwerp
27 May 1944 - Marsalines (3.25)
31 May 1944 - Maisy (6.05)

2 June 1944 - Wimereux (3.35)
5 June 1944 - La Parnelle (4.05)
8 June 1944 - Pont au Beault (4.10)
9 June 1944 - Etampes (4.50)
12 June 1944 - Caen (4.30)
14 June 1944 - Aunay sur Odon (4.30)
16 June 1944 - Beauvoir (3.30)
4 July 1944 - Creil (4.05)
7 July 1944 - St.Lo (4.25)
12 July 1944 - Chaundrey (7.55)
15 July 1944 - Nevers
18 July 1944 - Caen
20 July 1944 - Courtrai
23 July 1944 - Kiel
25 July 1944 - Stuttgart
26 July 1944 - Givors
18 August 1944 - L'Isle d'Adam
26 August 1944 - Konigsburg
29 August 1944 - Konigsburg
9 September 1944 - Rheydt
11 September 1944 - Darmstadt
12 September 1944 - Stuttgart
6 October 1944 - Bremen
14 October 1944 - Brunswick
19 October 1944 - Nuremburg
1 November 1944 - Homberg
4 November 1944 - Dortmund-Ems
6 November 1944 - Ems-Weser Canal
21 November 1944 - Dortmund-Ems Canal
21 November 1944 - Harburg
17 December 1944 - Munich
18 December 1944 - Gyndia
21 December 1944 - Politz

Squadron Leader Matheson is a very experienced captain of a Lancaster crew. He has now completed 50 sorties against the enemy. He was awarded the Distinguished Flying Cross at the end of his first tour of operations, which he completed with Main Force, and he immediately volunteered to join the Pathfinder Force and continue operations. He has now completed 18 sorties in this work.

He has proved himself to be a most skilful pilot and a successful captain of his crew. They quickly mastered the Pathfinder technique and now they are classed

as Best Blind Markers. In this capacity they have taken a leading part in the work of target marking and illumination, in many most satisfactory raids. Their work has required them to be one of the first aircraft over the target, and they have had to meet considerable opposition from the ground defences. Squadron Leader Matheson has always faced this with exemplary courage and has refused to be deterred from making the steady run required for accurate marking.

An example of this occurred on the night of 6/7th October, 1944. Squadron Leader Matheson's crew were detailed to drop the first flares by means of instruments in an attack on Bremen. While on their run, they were engaged by heavy flak and finally coned by searchlights. Undeterred by these hazards, Squadron Leader Matheson kept the aircraft steady until all the flares were released. The aircraft was considerably damaged.

For his fine and courageous work as captain of a Pathfinder crew, for his leadership and example to his squadron and for his determination to inflict the utmost damage to the enemy, Squadron Leader Matheson is recommended for the award of a Bar to his Distinguished Flying Cross.

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MATHESON, W/C Samuel Henderson (C2082) - **Member, Order of the British Empire** - No.15 Aeronautical Inspection District - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 5 August 1914 in Winnipeg as per RCAF Press Release reporting award. Attended Boeing School of Aeronautics and University of Manitoba (Bachelor of Science in Civil Engineering). Employed by Good Roads Department, Manitoba government. Enlisted in Toronto, 29 May 1940 in Engineer Branch. At No.16 Technical Detachment as of 15 July 1941, at which time he was Acting Squadron Leader. Confirmed as Squadron Leader, 1 February 1942. Promoted Wing Commander, 1 September 1943. To No.15 Aeronautical Inspection District, 3 January 1945. To Release Centre, 30 September 1945. Retired 15 October 1945. Medal presented 8 November 1945.

This officer continues to render outstanding and meritorious service in the performance of his duties. At all times he has put the service above his personal conveniences and his contribution to the Royal Canadian Air Force has been very great. His tact, fairness and firmness have been admired and respected by all personnel under him which has resulted in a fine esprit de corps and a highly effective Aeronautical Inspection District. His devotion to duty has been outstanding.

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MATHESON, F/O Sidney Edward (J22227) - **Distinguished Flying Cross** - No.162 (BR) Squadron - Award effective 28 July 1944 as per **London Gazette** of that date and AFRO

1729/44 dated 11 August 1944. Born in Nelson, British Columbia, 27 October 1915 of a Norwegian father and Swedish mother; educated in British Columbia; worked one year as a labourer and nine years as a printer for a newspaper; home in Regina; enlisted in Calgary, 7 January 1942. Attended No.2 Manning Depot, Brandon, 23 January to 10 April 1942. At Station Calgary, 11 April to 9 May 1942. Posted to No.4 ITS, Edmonton, 10 May 1942 (graduated 3 July 1942 and promoted LAC); further trained at No.6 AOS, Prince Albert (5 July to 12 September 1942), No.1 CNS, Rivers (13 September to 6 November 1942 where he was described as "a man for details; a very exacting person; must know the whys and wherefores" although graded as "an average bomb aimer") and No.7 BGS, Paulson (graduated 18 December 1942 and promoted Sergeant but then commissioned with effect to 18 December 1942 but not struck off strength until 2 January 1943; he was on Ansons - 19.55 hours by day, 5.45 hours by night - and Bolingbrokes - 9.35 hours by day - graduated first in a class of 23). At No.4 SFTS, Saskatoon, 3 January to 22 January 1943; to No.1 GRS, Summerside, 23 January 1943 (graded as a "very sound and reliable navigator" and passed first in a class of 16); to Station Patricia Bay, 6 March 1943 where he attended No.3 OTU (Stranraers, 111.35 hours by day, 16.50 hours by night); to Eastern Air Command, 30 May 1943; to No.162 Squadron, Yarmouth, 1 June 1943. Subsequently moved with that squadron to Dartmouth (October 1943) and to Iceland (2 January 1944) before return of unit to Sydney, June 1945. Posted to staff of Station Sydney, 7 July 1945. To Release Centre, 5 September 1945; released 8 September 1945. Medal sent by registered mail 7 June 1950. Died in Regina, 27 December 2004. Cited with F/O B.C. Denomy (DSO), F/O Graham Campbell (DFC, see above for citation) and Flight Sergeants Israel J. Bodnoff and Sydney R. Cole (DFMs).

NOTE: Public Record Office Air 2/9158 has recommendation raised 1 July 1944 by the Officer Commanding, RAF Station Wick. It noted that Matheson (misspelled "Mathieson") had flown approximately 36 sorties (400 operational hours):

Flying Officer Matheson was Navigator in Canso "P" of 162 Squadron on the 24th June 1944 when during the run in to attack a U-Boat in face of devastating anti-aircraft fire and at a time when the aircraft was being hit repeatedly, the starboard engine out of action and on fire, he coolly and courageously stood to his post and operated a hand held camera because the automatic camera had been wrecked by flak.

It is considered that he showed great courage and devotion to duty.

Immediately afterward the aircraft was forced to ditch owing to the starboard engine falling out. During the subsequent 21 hours spent in the water, this officer did all in his power to assist the others, to such an extent that due to over-exertion he was himself receiving artificial respiration when a High Speed Launch arrived.

It is considered that this officer not only showed exceptional courage and devotion to duty but also great self-sacrifice in his actions, which undoubtedly saved the lives of other members of the crew, at the risk of his own.

He is most strongly recommended for the award of the Distinguish Flying Cross.

To this the Air Officer Commanding, No.18 Group, added (2 July 1944):

Flying Officer Matheson who was Navigator of Canso P/162 during its successful attack on a U-Boat, behaved in an exemplary manner throughout the action. Finding the automatic cameras unserviceable he continued to take photographs with a hand-held camera despite the fact that the aircraft was blazing furiously. His behaviour after the aircraft had ditched did much to encourage the members of the crew throughout their long ordeal. Strongly recommended for the immediate award of the Distinguished Flying Cross.

In applying for Operational Wings (25 February 1945) he provided the following sortie list:

6 June 1943 - Eastern Air Command - sweep (6.15)
21 June 1943 - Eastern Air Command - A.R. (7.15)
25 June 1943 - Eastern Air Command - sweep (8.10)
2 July 1943 - Eastern Air Command - Escort (13.00)
6 July 1943 - Eastern Air Command - sweep (8.45)
9 July 1943 - Eastern Air Command - sweep (5.40)
11 July 1943 - Eastern Air Command - sweep (4.25)
14 July 1943 - Eastern Air Command - sweep (1.30)
17 July 1943 - Eastern Air Command - sweep (14.25)
9 August 1943 - Eastern Air Command - sweep (14.45)
11 August 1943 - Eastern Air Command - sweep (11.15)
18 August 1943 - Eastern Air Command - escort (10.50)
20 August 1943 - Eastern Air Command - sweep (8.45)
26 August 1943 - Eastern Air Command - sweep (12.10)
29 August 1943 - Eastern Air Command - escort (5.30)
4 September 1943 - Eastern Air Command - sweep (8.50)
7 September 1943 - Eastern Air Command - escort (12.00)
18 September 1943 - Eastern Air Command - escort (10.15)
21 September 1943 - Eastern Air Command - escort (11.35)
14 January 1944 - Iceland - ATR (5.45)
15 January 1944 - Iceland - ATR (8.30)
13 February 1944 - Iceland - sweep (14.00)
24 February 1944 - Iceland - sweep (12.25)
4 March 1944 - Iceland - sweep (13.00)
11 March 1944 - Iceland - sweep (11.20)

26 March 1944 - Iceland - escort (13.50)
30 March 1944 - Iceland - escort (14.25)
1 May 1944 - Iceland - sweep (14.00)
3 May 1944 - Iceland - ATR (9.20)
12 May 1944 - Ireland - escort (6.05)
21 May 1944 - Ireland - sweep (14.00)
23 May 1944 - Iceland - escort (14.45)
2 June 1944 - Iceland - ATR (9.55)
3 June 1944 - 18 Group - sweep (15.40)
5 June 1944 - 18 Group - sweep (14.00)
10 June 1944 - 18 Group - sweep (10.30)
12 June 1944 - 18 Group - ATR (8.50)
18 June 1944 - Iceland - ATR (8.10)
20 June 1944 - 18 Group - sweep (12.45)
23 June 1944 - 18 Group - sweep (12.15)
24 June 1944 - 18 Group - sweep (12.00, sank U-boat)
8 July 1944 - Iceland - ATR (7.00)
14 August 1944 - Iceland - TR (6.10)
18 August 1944 - Iceland - TR (7.30)
30 August 1944 - Iceland - patrol (11.10)
13 October 1944 - Iceland - patrol (14.15)
10 November 1944 - Iceland - escort (2.25)
13 November 1944 - Iceland - sweep (9.50)

His continued good work in No.162 Squadron is attested by the following assessments:

This officer was appointed Squadron Navigation Officer on December 1st. He has always been an outstanding navigator and is very strongly recommended for promotion to Temporary Flight Lieutenant, effective 18 December 1944 (S/L J.M. Thomson, Reykjavik, 15 December 1944)

This officer is an exceptionally efficient navigator and is doing an excellent job as Squadron Navigation Officer. (W/C J.K. Sully, Reykjavik, 16 February 1945).

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MATHESON, FS Stuart Gordon (R101644, later J86089) - **Distinguished Flying Medal** - No.44 Squadron - Award effective 17 November 1943 as per **London Gazette** dated 10 December 1943 and AFRO 410/44 dated 25 February 1944. Born 25 April 1922 in Winnipeg; home in Stonewall, Manitoba (farmer); enlisted in Winnipeg, 24 April 1941. Granted Leave Without Pay until 28 August 1941 when posted to No.2 Manning Depot. To No.4 SFTS (guard duty), 27 October 1941. To No.7 ITS, 21 December 1941; graduated and promoted LAC, 13 February 1942 but not posted to No.19 EFTS until 28 February 1942; may have graduated 24

April 1942 but not posted to No.12 SFTS until 9 May 1942; graduated and promoted Sergeant, 28 August 1942. To "Y" Depot, 11 September 1942. To RAF overseas, 26 October 1942. Promoted Flight Sergeant, 28 February 1943. Promoted WO2, 28 August 1943. Subsequently commissioned, backdated to 4 May 1943. Promoted Flying Officer, 7 November 1943. Promoted Flight Lieutenant, 7 May 1945. Repatriated 13 June 1945. Retired 29 August 1945. Medal presented at Buckingham Palace 14 November 1944. Photo PL-43389 shows him at right; the other man is described as his rear gunner, "F/O Karl Reed, DFM of Philadelphia, Pennsylvania, on his third tour of ops, [who] blasted an FW.190 out of the skies during an attack on the German port of Kiel." However, no aircrew named Karl Reed can be associated with a DFM.

This airman has taken part in a large number of sorties, including attacks on industrial centres in the Ruhr and many other important targets. In September 1943, Flight Sergeant Matheson piloted an aircraft detailed for a mine-laying mission. In spite of much anti-aircraft opposition he made two runs over the target to ensure accuracy. On another occasion, on the outward flight to Munich, the oxygen supply failed. Nevertheless, Flight Sergeant Matheson continued to the target and bombed it. This airman has invariably displayed skill, courage and determination of a high order.

NOTE: Public Record Office Air 2/5020 has recommendation dated 17 November 1943, drafted when he had flown 24 sorties (143 hours 27 minutes). Signed by the Group Captain commanding Station Dunholme Lodge; endorsed by Commander of No.52 Base the same day and by Air Officer Commanding, No.5 Group, also on 17 November 1943.

On the 29/30 September, Flight Sergeant Matheson was captain of an aircraft detailed to carry out a special mining operation at Danzig. Weather conditions were difficult but good captaincy and navigation brought the aircraft onto the area on time. Immediately before the release point, however, the Lancaster was coned and held by searchlights and simultaneously engaged by accurate and concentrated light flak which caused some damage. Immediate defensive action had to be taken, and the aircraft was forced down to sea level, but to avoid the risk of inaccurate dropping Flight Sergeant Matheson did a second run and dropped his mines in the proper place.

Another example of this Non-Commissioned Officer's courage and determination was on the 2/3rd October when Munich was attacked; less than half-way to the target the oxygen supply failed completely and made it impossible to follow the flight plan; nevertheless, Flight Sergeant Matheson flew on to the target which was attacked successfully from a height of only 11,000 feet.

This Non-Commissioned Officer has set a fine offensive example to old and new crews alike and has now completed successfully 25 operations, all but two against

Germany. Among the targets he has attacked [are] Berlin, Munich, the Ruhr and Peenemunde.

I strongly recommend Flight Sergeant Matheson for an immediate award of the Distinguished Flying Medal.

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MATHEWS, P/O Andrew Thomas (J87578) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 7 May 1921 in Toronto; home there; enlisted there 27 February 1942. To No.1 Manning Depot, 6 April 1942. To No.6 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942; posted next day to No.1 AOS; graduated and promoted Sergeant, 22 January 1943. To "Y" Depot, 5 February 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 22 July 1943. Commissioned 18 June 1944. Repatriated 15 November 1944. Promoted Flying Officer, 18 December 1944. To No.1 Air Command, 12 January 1945. Retired 5 March 1945. Medal sent by registered mail 20 April 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8827 has recommendation dated 16 August 1944 when he had flown 30 sorties (166 hours), 25 March to 31 July 1944.

25 March 1944 - Aulnoye
26 March 1944 - Essen
30 March 1944 - Nuremburg
9 April 1944 - GARDENING
10 April 1944 - Aulnoye
24 May 1944 - Aachen
28 May 1944 - Aachen
6 June 1944 - Acheres
7 June 1944 - Versailles
10 June 1944 - Acheres
12 June 1944 - Gelsenkirchen
14 June 1944 - Le Havre
16 June 1944 - Sterkrade
22 June 1944 - Mimo'ques
23 June 1944 - Saintes
24 June 1944 - Flers
27 June 1944 - Bernapre
29 June 1944 - Domleger
30 June 1944 - Oisemont
4 July 1944 - Orleans
5 July 1944 - Dijon

7 July 1944 - Caen
12 July 1944 - Revigny
14 July 1944 - Revigny
18 July 1944 - Sannerville
24 July 1944 - Stuttgart
26 July 1944 - GARDENING
28 July 1944 - Stuttgart
30 July 1944 - Cahagnes
31 July 1944 - Le Havre

This Canadian officer has now completed 30 sorties against the enemy. Under a calm and quiet manner he has a fine offensive spirit which has inspired the members of both crews with whom he has operated with the same confidence and disregard for personal safety in the face of heavy enemy opposition.

His accuracy has been of high value to his captain and in adverse weather conditions and when heavily engaged by the enemy, he has navigated the aircraft skilfully out to the target area and back to base.

This officer's tenacity and untiring and fine offensive spirit make him well worthy of the award of the Distinguished Flying Cross.

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MATHEWS, P/O William Hooker (J8424) - **Distinguished Flying Cross** - No.69 Squadron - Award effective 8 November 1942 as per **London Gazette** dated 20 November 1942 and AFRO 1962/42 dated 4 December 1942. Born 4 August 1916 in Blanchard, Iowa. Served in ROTC, September 1934 to June 1936; US Navy (Midshipman), June 1936 to June 1937. Home in Newark, New Jersey; enlisted in Montreal, 6 February 1941 and posted to No.1 Manning Depot. To No.6 SFTS (guard), 24 March 1941. To No.1 ITS, 16 May 1941; graduated and promoted LAC, 21 June 1941 when posted to No.3 EFTS; may have graduated 22 July 1941 but not posted to No.5 SFTS until 8 August 1941; graduated and commissioned, 24 October 1941. To No.31 GRS, Charlottetown, 15 November 1941; to No.31 OTU, Debert, 18 January 1942; emplaned in Newfoundland, 22 April 1942; taken on strength of No.3 PRC, 28 April 1942; to No.7 OTU, 11 May 1942; to No.1446 (FT) Flight, 11 August 1942. Killed in action, 9 November 1942 in a Wellington of No.69 Squadron. No known grave; name on Malta Memorial.

One day in October 1942, this officer executed a successful attack on a large heavily escorted merchant ship. Pressing home his attack with great skill, Pilot Officer Mathews obtained a hit on the vessel inflicting such damage that later it had to be run ashore and its cargo unloaded. His aircraft was damaged by anti-aircraft fire but he flew it to base. On another night towards the end of the month Pilot Officer Mathews attacked, with telling effect, another enemy merchant ship

escorted by three destroyers. Later it was learned that the ship and its valuable cargo of fuel had become a total loss. This officer has displayed outstanding skill and determination to inflict loss on the enemy.

NOTE: He was involved in a flying accident at No.7 OTU, 4 July 1942, when Wellington HX424 piloted by Sergeant J.M. Watt, RAF, struck a marker ball on a target while flying over glassy water (Mathews was co-pilot). Damage repairable.

He was lost with Wellington HF883 (letter L) and a crew of four other RCAF plus Sergeant J.M. Watt. Aircraft took off from Luqa at 2155 hours and not seen again. He was to carry out a search (and if necessary a torpedo attack) in the Porto Stilo area. A subsequent letter on file states that "Porto Stilo" could not be found in gazetteers and suggested it was Faro Capo Stilo.

P/O Paul Hartman, RCAF was flying that night as well (crew Sergeant O.S. Evans, RAF, P/O R.R. Perry, RCAF, later killed, Sergeant Armando John Perno, RCAF, later commissioned, Sergeant George Arnold Phillips, RCAF, later commissioned, and Sergeant Sydney Joseph Thomas, RCAF, later commissioned). He reported receiving a message from "L" giving a target at Cape Stilo. He investigated, saw flares being dropped, but visibility was poor and radar blips, when followed up, turned up nothing. Later, at Gozzo Spadere he had more radar contacts, which seemed to be "E" Boats, but fuel short and starboard engine giving trouble.

Notes in the files of Hugh Halliday (source unknown) state that on 3 October 1942 flying a Wellington torpedo bomber he attacked the Italian motor ship **Valfioita** carrying tanks and motor transport. The ship was hit in the stern. The Wellington crew saw a glow amidships and at the same time the aircraft was severely damaged by flak. He crash landed at Luqa. The crippled **Valfioita** made Corfu for repairs. On 28 October he scored a direct hit on the motor vessel **Etiopia**, a 2,153 ton tanker carrying aviation fuel. The vessel was forced to put into Navarino for repairs.

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MATHIESON, S/L John Gordon (C5441) - **Member, Order of the British Empire** - No.2 Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 31 December 1915 in Vancouver; educated there. Enlisted at Camp Borden, 19 February 1936 as a wireless operator. Commissioned at Rockcliffe in 1941 (Signals Branch). Served at Dartmouth, Gander and Torbay until April 1943 when he was posted as Signals Staff Officer, Eastern Air Command Headquarters. Soon afterwards was given command of Training Section, No.3 Wireless School, Winnipeg, where he remained until January 1945. Then went to staff duties at No.2 Air Command Headquarters, Winnipeg. Remained in postwar RCAF (2063), serving on Pacific Coast to May 1948. Exchange Officer with USAF, May 1948-June 1950. Then made Deputy Chief Technical Officer, Air Defence Group headquarters, St.Hubert. To RCAF Staff College, September 1952. After that to AFHQ (Directorate of Telecommunications). Named to command Station Clinton, August 1960. To

NORAD HQ, August 1963 (Group Captain). Medal presented 27 November 1950. Retired in Ottawa, 14 January 1969. Died in Vancouver, 20 November 1999.

Squadron Leader Mathieson has served as Signals Officer (Non Flying List) at Operational Stations, Training Stations and Command Headquarters in Canada. Throughout his career he has displayed the utmost perseverance and devotion to duty. He has at all times placed his responsibilities to the Service in the foremost, and has contributed a great deal towards the efficient operation and function of the Royal Canadian Air Force Signals Branch.

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MATTE, P/O Lawrence Edward (J90736) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 16 October 1910 in Winnipeg; home there (labourer); enlisted there 29 April 1942. To No.2 Manning Depot, 14 July 1942. To No.12 SFTS (guard), 27 August 1942. To No.2 ITS, 7 November 1942; graduated and promoted LAC, 23 January 1943 but not posted to No.3 AOS until 6 February 1943; to No.2 AOS, 28 May 1943; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Commissioned 17 October 1944. Repatriated 1 February 1945. To No.7 AOS, 27 March 1945. To No.3 ANS, 1 April 1945. Promoted Flying Officer, 17 April 1945. To No.1 CNS, 20 August 1945. To No.5 Release Centre, 15 September 1945. Retired 10 October 1945. Medal sent by registered mail 7 June 1950. 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 9 December 1944 when he had flown 30 sorties (166 hours five minutes), 14 June to 6 December 1944.

14 June 1944 - Le Havre
16 June 1944 - Sterkrade
28 June 1944 - Chateaux Pernapre
29 June 1944 - Domleger
30 June 1944 - Oisemont
4 July 1944 - Orleans
5 July 1944 - Dijon
7 July 1944 - Caen
12 July 1944 - Revigny
5 August 1944 - Blaye
7 August 1944 - Fontenay
11 August 1944 - Douai
3 October 1944 - Westkapelle
5 October 1944 - Saarbrucken
7 October 1944 - Emmerich
11 October 1944 - Frederik Hendrik

14 October 1944 - Duisberg
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
23 October 1944 - Essen
31 October 1944 - Cologne
2 November 1944 - Dusseldorf
6 November 1944 - Gelsenkirchen
11 November 1944 - Dortmund
16 November 1944 - Duren
21 November 1944 - GARDENING
27 November 1944 - Freiburg
29 November 1944 - Dortmund
3 December 1944 - Urft Dam
6 December 1944 - Merseberg

Pilot Officer Matte, a Canadian, was posted to No.103 Squadron on 27th May, 1944 and has since completed 30 sorties as navigator on Lancaster aircraft, with a total of 166.05 hours operational flying.

In the course of these numerous sorties, extending over a period of six months, Pilot Officer Matte has taken part in attacks on a wide variety of targets in enemy and enemy-occupied territory, including operations in support of the Allied Expeditionary Force, large scale bomber attacks on enemy industrial objectives and marshalling yards, and minelaying operations. During these operations this officer has proved himself to be an outstanding operational navigator. His navigational skill, combined with his personal qualities of determination, endurance and reliability have been largely responsible for the remarkably successful tour of operations carried out by his crew.

He has therefore made a valuable contribution to the bomber offensive in recent months, and in doing so, has set a fine example for all navigators.

I strongly recommend that this officer's excellent work may be recognized by the award of the Distinguished Flying Cross.

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MATTEN, F/O William Charles (J35928) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 14 July 1914 in Toronto; home there; enlisted there 28 July 1942. To No.1 Manning Depot, 25 October 1942. To No.3 Flying Instructor School (non-flying duty), 21 January 1943. To No.5 ITS, 6 February 1943; graduated and promoted LAC, 17 April 1943 but not posted to No.5 AOS until 1 May 1943; graduated and commissioned, 17 September

1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Promoted Flying Officer, 17 March 1944. Repatriated 13 June 1945. Retired 5 September 1945. Medal presented 22 June 1949. Died in Toronto, 15 December 1999. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." NOTE: Although gazetted as No.160 Squadron, the recommendation clearly comes from No.166 Squadron. Public Records Office Air 2/8831 has recommendation dated 12 November 1944 when he had flown 30 sorties (145 operational hours):

23 July 1944 - Kiel
1 August 1944 - La Belle Croix les Bruyeres
2 August 1944 - Le Havre
3 August 1944 - Trossy St.Maximum
4 August 1944 - Pauillac
7 August 1944 - Fontenay le Marmion
10 August 1944 - Paris
11 August 1944 - Duvai
14 August 1944 - Fontaine le Pin
15 August 1944 - Leculot
16 August 1944 - Stettin
25 August 1944 - Russelsheim
26 August 1944 - Kiel
29 August 1944 - Stettin
31 August 1944 - Agenville
3 Sept 1944 - Gilze-Rijen
5 Sept 1944 - Le Havre
6 Sept 1944 - Le Havre
7 Sept 1944 - Le Havre
10 Sept 1944 - Le Havre
20 Sept 1944 - Sangatte
26 Sept 1944 - Calais
27 Sept 1944 - Calais
2 October 1944 - Westkappelle
5 October 1944 - Saarbrucken
12 October 1944 - Fort Frederik Hendrik
13 October 1944 - Duisburg
14 October 1944 - Duisburg
19 October 1944 - Stuttgart
25 October 1944 - Essen

This Canadian officer has now completed 30 sorties as a navigator including attacks on heavily defended targets in Germany and enemy occupied territory. Of

a lively nature, his cheerful bearing in the face of danger and his calm and steady concentration on his task have been a magnificent example to his crew.

On several occasions when his captain has been faced with difficult conditions, his steady encouragement has materially assisted in a successful attack being delivered. For his undoubted skill as a navigator, his cheerful spirit and example, he is recommended for the award of the Distinguished Flying Cross.

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MATTHEWS, F/O Andrew Stephen (J39318) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 29 September 1921; home in Strathroy, Ontario (farmer); enlisted London, Ontario, 17 July 1942. To No.1 Manning Depot, 11 October 1942. To No.14 SFTS (guard), 27 December 1942. To No.3 ITS, 3 April 1943; graduated and promoted LAC, 11 June 1943 but not posted to No.1 AOS until 26 June 1943; graduated and commissioned, 10 December 1943. To "Y" Depot, 13 January 1944. To No.2 Aircrew Graduated Training School, 16 January 1944. To "Y" Depot, Lachine, 11 February 1944. Taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Promoted Flying Officer, 10 June 1944. Repatriated 19 June 1945 and posted that date to No.8 OTU. To Greenwood, 31 July 1945. Date of release uncertain. Rejoined RCAF as Signals Officer, 5 March 1948 (27821); promoted Flight Lieutenant, 1 January 1953; date of retirement uncertain. Died in Ottawa, 7 November 2014. Medal presented 30 November 1949. 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 13 May 1945 when he had flown 31 sorties (189 hours 15 minutes):

27 October 1944 - Cologne
16 November 1944 - Duren
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
24 November 1944 - Dortmund
4 December 1944 - Karlsruhe
6 December 1944 - Merseburg
21 December 1944 - Bonn
28 December 1944 - Bonn
31 December 1944 - Osterfeld
6 January 1945 - Meuss
7 January 1945 - Munich
16 January 1945 - Zeitz
3 February 1945 - Bottrop
21 February 1945 - Duisburg
23 February 1945 - Pforzeheim

1 March 1945 - Mannheim
2 March 1945 - Cologne
5 March 1945 - Chemnitz
8 March 1945 - Kassel
11 March 1945 - Essen
12 March 1945 - Dortmund
13 March 1945 - Gelsenkirchen
15 March 1945 - Misberg
13 April 1945 - Kiel Bay
18 April 1945 - Heligoland
22 April 1945 - Bremen
25 April 1945 - Berchtesgaden
28 April 1945 - EXODUS (Brussels)
30 April 1945 - MANNA (The Hague)
1 May 1945 - MANNA (The Hague)

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

This Canadian officer has proven himself a most reliable and conscientious navigator on operations, thus inspiring his captain and crew with the utmost confidence. He has been a most reliable member of a very successful crew. I strongly recommend the award of the Distinguished Flying Cross to Flying Officer Matthews.

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MATTHEWS, F/O Frank William (C19431) - **Distinguished Flying Cross** - No.90 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 20 June 1910 in Halifax; home in Vancouver (patrol man, foreman); enlisted there 21 February 1940 as Wireless Electrical Mechanic. To No.1 WS, 22 February 1940. Promoted AC1, 29 May 1940. Promoted LAC, 16 August 1940. To AFHQ, 21 August 1940. To RAF overseas, dated uncertain. Promoted Sergeant, 1 July 1942. Promoted Flight Sergeant, 20 May 1943. Commissioned as Wireless Officer, 9 November 1943. Promoted Flying Officer, 9 May 1944. Repatriated 7 February 1945. To No.7 BGS, 17 April 1945. To No.3 ANS, 14 June 1945. To No.3 SFTS, 30 June 1945. To No.7 Release Centre, 28 September 1945. Retired 13 October 1945. Medal presented 5 March 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." Public Records Office Air 2/9060 has

recommendation dated 21 January 1945 when he had flown 30 sorties (148 hours 17 minutes), 5 October 1944 to 1 January 1945 - a remarkably compact tour.

* denotes daylight operation

5 October 1944 - Saarbrücken (5.52)
14 October 1944 - Duisburg (4.38)
14 October 1944 - Duisburg (4.57)*
19 October 1944 - Stuttgart (6.22)
23 October 1944 - Essen (5.07)
25 October 1944 - Essen (4.33)*
26 October 1944 - Leverkusen (4.07)*
28 October 1944 - Cologne (4.27)*
30 October 1944 - Cologne (4.50)
31 October 1944 - Cologne (4.05)
2 November 1944 - Homber (4.34)*
4 November 1944 - Solingen (4.59)*
6 November 1944 - Koblenz (6.05)
11 November 1944 - Castrop Rauxel (4.46)*
21 November 1944 - Homberg (4.34)*
26 November 1944 - Fulda (5.37)*
28 November 1944 - Neuss (4.27)
2 December 1944 - Dortmund (3.59)*
4 December 1944 - Oberhausen (4.16)*
5 December 1944 - Schwammanauel Dam (4.14)
6 December 1944 - Merseberg (7.40)
8 December 1944 - Duisburg (4.31)*
11 December 1944 - Oberhausen (4.15)*
12 December 1944 - Witten (4.18)*
15 December 1944 - Siegen (2.43 by day)
23 December 1944 - Trier (4.23)*
27 December 1944 - Rheydt (4.04)*
28 December 1944 - Cologne/Gremberg (4.39)*
29 December 1944 - Koblenz/Lutzel (4.41)*
31 December 1944 - Vohwinkel (4.43)*
1 January 1945 - Vohwinkel (6.16)*

As a mid-upper gunner, this officer has operated with a large diversity of crews, all of whom have been loud in their praises of his ability and worth as an operational crew member. At no time has he hesitated to fly even with the least experienced crews and, by his unceasing vigilance and excellent co-operation, the aircraft in which he has flown have always returned unscathed. In addition to his routine tasks he has always been active in the tuition of inexperienced

gunners, who have benefited by his knowledge and attention to a marked degree. His tour of duty has been an excellent example of service before self.

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MATTHEWS, F/L Herbert Lincoln (J22545) - **Distinguished Flying Cross** - No.120 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 11 February 1944 and AFRO 644/44 dated 24 March 1944. Born 16 March 1922 in Alert Bay, British Columbia; home in Courtney, British Columbia; enlisted Vancouver, 2 September 1941 and posted to No.1 Manning Depot. To Trenton, 25 September 1941. To No.5 ITS, 10 November 1941; graduated and promoted LAC, 2 January 1942 when posted to No.2 AOS; to No.8 BGS, 11 April 1941; graduated and promoted Sergeant, 23 May 1942; to No.1 ANS, 6 June 1942; graduated and commissioned 20 July 1942; to Ferry Command, 6 August 1942 and proceeded overseas with them. Promoted Flying Officer, 20 January 1943. Promoted Flight Lieutenant, 1 December 1943. To No.111 OTU, 7 December 1944. To Canada, 12 July 1945. To Western Air Command, 20 July 1945. To No.8 Release Centre, 8 October 1945. Retired 20 October 1945. Died in Alert Bay, 4 May 2014. Medal presented 29 January 1947. NOTE: The following citation reads badly, as if a line or two has been dropped; CHECK CITATION.

While engaged on anti-submarine work this officer has completed his duties as navigator with great success. On convoy escort sorties, though often called upon to fly in adverse weather, he has never failed to reach his objective in an engagement with a U-boat. Flight Lieutenant Matthews by skilful co-operation with his captain placed a stick of depth charges across the submarine. One of these exploded directly under the quarry, which was destroyed. This officer's outstanding courage and devotion to duty have been most praiseworthy.

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MATTHEWS, F/L John Herbert Victor (J6698) - **Air Force Cross** - No.2 FIS - Award effective 21 April 1945 as per **London Gazette** dated 24 April 1945 and AFRO 802/45 dated 11 May 1945. Born 15 August 1920. Enlisted at Hamilton, 25 November 1940 and posted to No.2 Manning Depot. To Prince Rupert, 19 December 1940. To No.2 ITS, 5 February 1941; graduated and promoted LAC, 29 March 1941 when posted to No.15 EFTS; may have graduated 16 May 1941 but not posted to No.34 SFTS until 28 May 1941; graduated and promoted Sergeant, 8 August 1941; commissioned 9 August 1941. Posted that date to Trenton. To No.34 SFTS, date uncertain. Promoted Flying Officer, 1 April 1942. To No.2 Flying Instructor School, 13 September 1942. Promoted Flight Lieutenant, 1 August 1943. To No.301 Conversion Unit, 31 May 1944. To No.2 Flying Instructor School again, 1 August 1944. To No.19 SFTS, 12 January 1945. To No.7 OTU, 1 February 1945. To Halifax, 8 May 1945. To United Kingdom, 18 May 1945. Repatriated 9 July 1945. Retired 20 August 1945. When recommended he had flown 2,800 hours to date, 2,200 hours as instructor, 300 hours in previous six months. Medal sent by registered mail 23 September 1948.

This flying instructor has shown outstanding ability and enthusiasm in all his undertakings. He has instilled the utmost confidence in his pupils and now as flight commander his organizing and directive abilities have brought his flight to the highest peak of efficiency. By his energy, zeal and devotion to duty this officer has rendered highly meritorious service in flying training.

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MATTHEWS, Sergeant John Lamont (R103101) - **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 16 March 1919 in Port Arthur, Ontario; home there (student); enlisted in Hamilton, 14 May 1941. To No.1 Manning Depot, 16 June 1941. To Trenton, 15 July 1941. To No.1 ITS, 20 August 1941; graduated and promoted LAC, 8 October 1941 when posted to No.1 Manning Depot; to No.1 AOS, 27 October 1941; graduated 31 January 1942 when posted to No.1 BGS; graduated and promoted Sergeant, 14 March 1942; posted that date 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 February 1943. Repatriated 23 September 1943. To No.1 CNS, 8 December 1943. Commissioned 29 December 1943 (J42783). To No.4 AOS, 14 January 1944. Promoted Flying Officer, 29 June 1944. To No.1 AOS, 19 November 1944. To No.4 Release Centre, 25 April 1945. Retired 28 April 1945. Cited with Sergeant Edward John Lowans (above). Also cited with Sergeant G.B. Sylvester and Sergeant E.W. Tickler (RAF; CGM to Tickler, DFM to others). Following the war he enrolled in Osgoode Hall and received his law degree in 1958. Long associated with Falconbridge Mines. Died in Sunnybrook Hospital, Toronto, 7 June 2005, aged 87. RCAF photo PL-15929 (ex UK-3940 dated 20 May 1943) taken after investiture - FS A. Harrison (Cornwall), FS J.L. Matthews (Port Arthur, Ontario), FS E.J. Lowans (Gananoque, Ontario).

One night in February 1943, Flight Sergeants Matthews and Lowans and Sergeant Sylvester were members of a crew of an aircraft, captained by Sergeant Tickler, which was detailed for a mine-laying mission. When well on the outward flight an armed ship opened fire on the aircraft and the rear turret was hit, but the captain proceeded on his course. Visibility in the target area was poor and Sergeant Tickler had to bring the aircraft down to 700 feet to locate the objective. Whilst at this height during the commencement of its attacking run the aircraft was engaged by the ground defences. A number of anti-aircraft guns opened fire whilst it was held in the searchlights and the bomber was hit in the navigator's compartment, the rear turret, the pilot's cockpit and the port wing. The flight engineer was severely wounded in the head and became unconscious. Sergeant Tickler was hit in the left shoulder and side and became so dazed that he almost lost control of the aircraft, which commenced to dive. Sergeant Matthews, with great promptitude, however, pulled back the control column and brought the

aircraft back to a height of 700 feet. Displaying great fortitude, Sergeant Tickler kept to his course and the mines were dropped in the correct place. Not until this was accomplished did he inform his comrades of his injuries. On the return flight, although his left arm was entirely useless, he remained at the controls, greatly assisted by Flight Sergeant Lowans, and Sergeant Sylvester did everything possible to mitigate his task. Meanwhile, Flight Sergeant Matthews displayed great navigational ability and, although deprived of all wireless aid, he set courses which enabled his captain to reach an airfield in this country. Despite his injuries, Sergeant Tickler effected a perfect landing before collapsing over the controls. This captain displayed courage, fortitude and devotion to duty of the highest order while the skill, gallantry and teamwork of his comrades who rendered such valuable support were worthy of the highest praise.

Public Record Office Air 2/4951 has recommendation drafted 10 March 1943. Those recommended were R96467 Flight Sergeant Edward John Lowans, R103101 Flight Sergeant John Lamont Matthews and 977392 Sergeant George Bernard Silvester (all awarded DFM), 1383853 Sergeant Edward Wells Tickler (awarded CGM [Flying]) and Sergeants Webb and Davies (recommended for Mentions in Despatches).

Sergeant Tickler and his crew were detailed to carry out mining operations off the Frisian Islands on the night of 27th February 1943. The pinpoint from which they were to make their run was the Island of Juist, which is known to be defended. The crew were briefed to avoid flying over the island if possible, but in the weather conditions at the time the visibility was poor and this was apparently unavoidable. There was no moon. The aircraft took off at 1859 hours. On the first part of their trip there were no untoward incidents until 2005 hours, at a height of 1,500 feet, a flak ship opened fire on them. The gunners in the aircraft returned this fire and silenced the guns, but the aircraft was hit in the rear turret, though no serious injury was done. They then continued on their trip, and owing to bad visibility and the dark night, they were forced to come down to 700 feet in order to make their pinpoint.

The crew located the island and immediately turned away from it and set course to make their timed run. At 2042 hours, just as they had set course at 700 feet, they were engaged by seven or eight light flak guns and searchlights. The guns were out to sea and all opened fire at the aircraft which was held in searchlights and silhouetted against the dark background. The aircraft was hit several times in the rear turret, in the Navigator's cockpit, in the port wing and in the pilot's cockpit. The Flight Engineer, Sergeant Downing, received severe head injuries, lost consciousness, and died later. The pilot, Sergeant Tickler, was wounded in the left shoulder and left side and for a few minutes was so dazed that he almost lost control of the aircraft. The aircraft started to dive into the sea but the Air Bomber, Sergeant Lowans, and the rear gunner, Sergeant Silvester, both shouted

“We are getting near the waves.” The Navigator, Sergeant Matthews, quickly left his table and pulled back the control column and brought the aircraft up again to 700 feet.

The pilot did not mention his own injuries but indicated that they were to carry out their task and make the timed run and drop their mines. The Navigator gave him the course and despite his own injuries and the damage to his aircraft, the correct run was carried out and the mines dropped in the correct place. It was not until after this that Sergeant Tickler informed the rest of his crew that he had been wounded. The Navigator had a slight wound on his hand and one shell splinter tore the top of his helmet, although without injury to him. The Navigator, after the mines had been dropped, gave the correct course to return to base, but as the pilot's left arm was quite useless, he could not set the course on the compass, so the Air Bomber, Sergeant Lowans, did this for him, kept him on course and helped him with flying the aircraft. He performed the duties of Flight Engineer and gave the captain tea and encouraged him. The Navigator, at this time, was giving first aid to the Flight Engineer, dividing his time between navigation and this task.

After a time the Wireless Operator, Sergeant Webb, came up and gave first aid to the pilot and also the Flight Engineer, and then went back to his set and tried to get in touch with base and to send an S.O.S. He could get no reply from the ground station so he locked the key down for some time as a distress signal so that the ground station might get a “fix” on the aircraft in case they had to ditch. They carried on, on their route back to base, and entirely without wireless aids of any sort, including the TR.1335, succeeded in navigating the aircraft and, under extremely difficult conditions, the aircraft was brought back to this country.

During this time the Air Bomber, Sergeant Lowans, was helping the pilot to fly the aircraft and they flew for about two hours in this state. The captain constantly gave instructions to the Navigator to change fuel tanks at the correct times, switch on the correct fuel pumps, and generally check the engines from time to time. The crew, who knew the state they were in, worked magnificently together to hold the pilot's interest and stimulate him as much as possible.

Just before crossing the English coast, the Bomb Aimer went down to the front in order to pinpoint and the Rear Gunner, Sergeant Silvester, came up to help the pilot and act as Flight Engineer. He did so because he considered that he knew more than anyone else in the crew, except the Captain, having previously watched the Flight Engineer at work on local flying. After crossing the coast, the Wireless Operator called “Darky”, and a flare path was lit for them. The Rear Gunner, acting as Flight Engineer, lowered the undercarriage and managed, with some considerable difficulty, to get the flaps down. After lowering the undercarriage he

noticed that they were losing speed and opening the throttles made little difference. He then remembered the constant speed levers and, putting the airscrews into fine pitch, gained flying speed once again. In the meantime, Sergeant Davies, the mid-upper gunner, from his position, was of considerable help in keeping a lookout and telling the pilot when to turn in to land. At one time he turned in too soon and Sergeant Davies corrected him and told him to make a wider circuit. They finally approached the flare path correctly and by a supreme effort Sergeant Tickler mustered sufficient strength and judgement to make a perfect landing on the flare path, but the effort was too much for him and after touching down he collapsed over the controls. The aircraft unfortunately ran on, swinging to the left and struck an obstruction on the aerodrome, though the aircraft itself was not badly damaged.

Sergeant Tickler, the pilot, displayed courage and devotion to duty of the highest order in that after his aircraft had been damaged, his Flight Engineer fatally wounded, himself wounded in the left shoulder, side and back, with his left arm quite useless, he continued to carry out his orders, and flew the aircraft at the correct speed and height to lay the mines in the correct place. Then, with great skill and endurance, flew the aircraft for two hours to bring his aircraft and crew safely home. The Navigator, Sergeant Matthews, by his prompt action saved the aircraft from diving into the sea and then with great skill and devotion to duty, carried out the operation as ordered and, under the most difficult circumstances, navigated back to this country. Sergeant Silvester, rear gunner, was responsible for assisting the pilot in landing and, by his prompt action, in keeping the R.P.M. up, prevented the aircraft from stalling. Sergeant Lowans, Air Bomber, by exerting his will power on the pilot, and encouraging him, and helping him to fly the aircraft, no doubt made it possible for Sergeant Tickler to last out until they had landed. Sergeant Davies, mid-upper gunner, displayed very sound judgement in assisting the pilot on his circuit prior to landing and was the only gunner able to remain at his post in the event of attack by hostile aircraft. Sergeant Webb, wireless operator, helped to render first aid and did everything in his power to obtain R/T assistance, remaining calm during moments of peril and encouraging the pilot and other members of the crew. By their joint efforts in bringing a damaged aircraft and badly wounded Captain back to this country after having completed their sortie, the crew exhibited determination and crew cooperation of the highest possible order. The Captain's conduct is particularly praiseworthy. He was badly wounded but not until he had completed his mission did he inform the rest of the crew of his injuries. Each man in his turn rendered invaluable assistance without which the aircraft could not have failed to crash. If any one of them had failed in his duty, it is highly possible that the aircraft and crew would have been lost and I have no hesitation in most strongly recommending them all for the immediate award of the Distinguished Flying Medal.

It was the Air Officer Commanding of the Group who altered this to the CMG (Flying) for Tickler and Mentions in Despatches for Webb and Davies.

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MATTHEWS, Sergeant Lionel Wollaston (R103566) - **Distinguished Flying Medal** - No.150 Squadron - Award effective 17 March 1943 as per **London Gazette** dated 13 April 1943 and AFRO 809/43 dated 7 May 1943. Born 19 September 1920 in Sampsonville, Alberta; educated in Alberta; home in Calgary (telegraph clerk); enlisted there 5 May 1941 and posted that day to No.2A Manning Depot, Penhold. To No.15 SFTS, Claresholm, 22 June 1941 for non-flying duties. To No.4 ITS, Edmonton, 28 July 1941; promoted LAC, 30 August 1941); to No.5 EFTS, High River, 31 August 1941; to No.10 SFTS, Dauphin, 26 October 1941; graduated and promoted Sergeant, 16 January 1942. To "Y" Depot, Halifax, 15 February 1942. To RAF Trainee Pool, 11 March 1942; taken on strength of No.3 PRC, Bournemouth, 23 March 1942. To No.11 (P) AFU, 23 April 1942. Damaged Oxford V3894, 29 May 1942 when he taxied into another aircraft at night (assessed as "carelessness" and admonished. Damaged Oxford N4596, 4 June 1942 when landing (structural failure of starboard axle causing aircraft to swing round on touchdown, collapsing port undercarriage - no blame attached to him. Attached to No.1524 Beam Approach Training Flight, 16-24 May 1942. To No.16 OTU, 23 June 1942. Promoted Flight Sergeant, 16 July 1942. Damaged Wellington HD946, Upper Heyford, 26 August 1942 during night practice flying (too fast when landing); logbook endorsed "Carelessness - swung off flare path after landing." To No.150 Squadron, 16 September 1942. Damaged Wellington X3805, 30 September 1942 when landing in poor visibility during daylight training - touched down fast, half-way down runway at Tern Hill and undercarriage collapsed as he attempted to ground loop - assessed as an example of poor airmanship when he should have opened engines and gone around again. To North Africa with No.150 Squadron, 18 December 1942. Promoted WO2, 16 January 1943. Embarked from Algiers for United Kingdom, 23 March 1943; arrived in Britain 9 April 1943. Posted to No.22 OTU, 28 April 1943. Commissioned with effect from 19 January 1943 (RCAF Overseas Orders dated 14 June 1943). Medal presented at Buckingham Palace 18 May 1943. Promoted Flying Officer, 19 July 1943. Killed in flying accident, 30 January 1944 at No.22 OTU (Wellington DF566). Took off at 1924 from Wellesbourne for bombing practice. Six minutes later another Wellington crew reported seeing it on fire in the air before it dived steeply into the ground and exploded. Seven crew (all RCAF) killed. In the six months prior to the accident he had flown 26 hours on Oxfords (ten hours day dual, 14 hours day solo, one hour night dual, one hour night solo) and 269 hours on Wellingtons (186 day as captain, 83 hours night as captain). His total flying time was 746 hours day solo or captain on all types (626 hours on Wellingtons), 382 hours night solo or captain on all types (371 hours on Wellingtons), 136 hours on instruments and 72 hours in Link. These figures appear to be overseas flying, not including training time in Canada. The accident investigation report noted that "Flying Officer Matthews was a very good pilot with considerable experience both operational and as an instructor on Wellington aircraft. In the event of one engine failure I consider that Flying Officer Matthews would immediately commit himself to single engine flying, feather the propellor of the dead engine and fly the aircraft back to base on the good

engine” (S/L W. Spooner). In fact, it appeared that he had just begun this procedure when the port engine failed. The report concluded, “The extremely rapid break-up of the engine followed by the fast developing fire did not permit the pilot to use complete procedure for fire in the air, nor allow sufficient time for the crew to abandon the aircraft.”

This airman has completed 31 operational sorties over Germany, Italy and Tunisia. He has invariably pressed home his attacks with courage and determination and has obtained many excellent photographs. On one occasion, when taking part in an operation over Sicily, his aircraft sustained damage and his rear gunner received wounds which subsequently proved fatal. Sergeant Matthews brought his damaged aircraft back safely, landing with his wounded comrade at an aerodrome where hospital attention was available.

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MATTHEWS, W/C Paul Whiteside (C2232) - **Member, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Home in Toronto; enlisted there 6 June 1940 in Administration Branch. Proceeded overseas almost at once and attached to No.400 Squadron. Flight Lieutenant as of 1 July 1941. To RCAF Overseas Headquarters, 25 January 1942. Promoted Squadron Leader, 15 September 1942. Promoted Wing Commander, 1 May 1944. Repatriated 9 July 1945. To No.1 Air Command, 20 July 1945. To No.4 Release Centre, 24 August 1945. Retired 30 August 1945. Medal sent by registered mail.

This officer has served with the Royal Canadian Air Force since 1940. In 1942 he opened No.6 District Headquarters at Edinburgh which was one of the main RCAF Field Headquarters, and served there until 1944 when he was posted to Command District Headquarters, Cairo, where he remained until the end of hostilities. The outstanding manner in which this officer represented the Royal Canadian Air Force is most worthy of recognition.

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MAU, Corporal Herbert William (R161879) - **Mention in Despatches** - Eastmoor - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 18 April 1912. Home in Pembroke, Ontario; enlisted Ottawa, 21 May 1942 as “Tradesman”. To No.1 Manning Depot, 15 June 1942. Reclassified as Armorer (Guns), 23 August 1942 and posted to Mountain View. To No.4 BGS, 13 October 1942. Promoted AC1, 23 November 1942. To “Y” Depot, 3 March 1943. To RAF overseas, 27 March 1943. Promoted LAC, 1 April 1943. Repatriated by air, 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. To Halifax, 6 September 1945. Retired 10 September 1945. No citation in AFRO. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation

dated 3 February 1945, confirming he was Armourer (G) and had served ten months overseas, 18 months overseas.

LAC Mau has at all times displayed the highest degree of efficiency and skill, not only in gun armament but also as the leading members of a bombing-up crew. His cheerful acceptance and efficient execution of all orders has always inspired those working with him to double their efforts. During a period a short time ago when LAC Mau's flight was suffering from an acute lack of staff, this airman, despite adverse weather conditions and extremely long hours of work, always displayed such great zeal, determination, efficiency and cheerfulness whilst working both on gun maintenance and as the leading member of his crew, that he was largely instrumental in his flight always meeting all operational and training commitments fully and on time.

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MAVAUT, F/L Paul Raymond (J25970) - **Distinguished Flying Cross** - No.106 Squadron (deceased) - Award effective 11 September 1944 as per **London Gazette** dated 12 February 1946 and AFRO 322/46 dated 29 March 1946. Born 27 July 1914 in Ottawa; educated Lisgar Collegiate; home in Montreal. Had been with Eatons (four years) and Metropolitan Life (three years). Enlisted in Montreal, 19 September 1939 for General Duties. To No.1 Manning Depot, Toronto, 2 October 1939; to No.118 (Coastal Artillery Cooperation) Squadron, Saint John, 22 April 1940. Reclassified as Disciplinarian, 1 June 1940; promoted AC1 that date. To No.2 Manning Depot, Brandon., 24 June 1940. Promoted Corporal, 15 July 1940. Promoted Sergeant, 15 September 1940. Promoted Flight Sergeant, 1 April 1941. To No.2A Manning Depot, Penhold, 29 April 1941. To No.4 ITS, Edmonton, 16 July 1941. To No.7 BGS, Paulson, 17 November 1941. To No.9 BGS, Mont Joli, 23 November 1941. Promoted WO2, 7 January 1942. To No.3 Training Command Headquarters, 6 May 1942. Remustered for aircrew, 18 July 1942 at which time he reverted to Sergeant. To No.5 ITS, Belleville, 19 July 1942; to No.13 EFTS, St.Eugene, 10 October 1942; to No.5 SFTS, Brantford, 28 December 1942. Promoted WO2 again, 1 April 1943 and graded as pilot, 30 April 1943. Subsequently commissioned as of 30 April 1943. To "Y" Depot, Halifax, 22 June 1943. Embarked from Canada, 23 June 1943. Disembarked in Britain, 1 July 1943. To No.14 (P) AFU, 10 August 1943 where he flew Oxfords and was described as follows: "This pilot has derived full benefit from the course. Starting slowly, he worked hard and now has reached a high average standard. His general attitude and his discipline have been exemplary and he should make an excellent Captain of Aircraft." . Promoted Flying Officer, 30 October 1943. To No.16 OTU, 16 November 1943 where he flew Wellingtons and was assessed as follows: "A good average pilot and captain. Flying is safe and steady and captaincy is above average. Recommended as Captain. Recommended for heavy aircraft." To No.51 Base, 29 February 1944. Attached to No.1661 Conversion Unit, 29 February 1944. Attached to No.5 Lancaster Finishing School, 23 March 1944. To No.106 Squadron, 30 May 1944. Promoted Flight Lieutenant, 18 August 1944. Killed in action 12 September 1944. Others in crew were J2716 F/O R.L. Montador (RCAF air bomber, POW), J27568 F/O J.A. Kitley (RCAF navigator, POW), 178473 P/O G.A. Timothy (RAF mid-upper gunner, POW),

1867002 Sergeant F.T. James (RAF flight engineer, killed), 1579439 Sergeant A. Marlow (RAF WOP, killed) and R202646 P/O L.R. Van Horne (RCAF rear gunner, killed). Aircraft shot down on bombing run. F/O Montador reported he had been first to bale out and believed that Mavaut had been wounded. F/O Kately reported that Mavaut still had control of aircraft when he baled out. Medal presented by Governor General to next-of-kin, 2 December 1946. Medals with Canadian War Museum (AN 19920099-001).

As captain of aircraft Flight Lieutenant Mavaut has completed many successful operational sorties. He has attacked heavily defended targets at Stuttgart, Gelsenkirchen, Givors and the submarine pens at Lorient. In July, 1944, he participated in daylight attacks on flying bomb installations. On one occasion when making his bombing run his aircraft was attacked by an enemy fighter and badly damaged, one member of the crew being mortally wounded. Nevertheless, Flight Lieutenant Mavaut pressed home his attack and secured an excellent photograph.

NOTE: Flying Officers Kately and Montador (the two RCAF survivors) subsequently visited Mavaut's father, who then wrote (November 1945) that they reported Mavaut had been recommended for the DFC and DSO.

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MAW, F/O John Thompson (C4269) - **Mention in Despatches** - No.113 Squadron (Canada) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. NOTE: Name may be John Thomas Maw. Born in Nashville, Ontario, 10 December 1912 (RCAF press release 4907 announcing award). Home there. Attended Weston High School and University of Toronto. Prewar he worked in Waite Amulet Mines, Noranda; enlisted in North Bay, Ontario, 15 March 1941 in Administration Branch; Flying Officer as of 12 April 1941; assigned on 27 June 1941 to Station Dartmouth. To Newfoundland, 14 March 1942. To No.4 Repair Depot, 31 March 1943. To Aero Engineer School, 27 May 1943. Reclassified in Air Engineer Branch, 28 October 1943; posted that date to Eastern Air Command; to No.113 (BR) Squadron, 30 November 1943. To Pennfield Ridge, 10 August 1944. To Eastern Air Command, 1 October 1944. Promoted Flight Lieutenant, 1 January 1945. To No.1 Release Centre, 6 May 1946. Retired 8 May 1946.

This officer's untiring efforts in supervising and maintaining serviceability has contributed in a large degree to the excellent record of this squadron's operational sorties. He has displayed great skill and leadership and has earned the respect and willing co-operation of his subordinates during long hours of work and under difficult conditions.

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MAWBY, Corporal James Turnell (R134940) - **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 17 December 1916 in Cypress River, Manitoba. Farmed with his father and was a grain elevator operator before the war. Service with Second Battalion, Winnipeg Grenadiers, 10 January to 7 February 1941. Enlisted in RCAF, Winnipeg, 12 November 1941 as "Tradesman" and posted to No.1 Manning Depot, Toronto. Remustered to Armourer, 10 January 1942 and posted that day to Air Armament School, Mountian View. Promoted AC1 and classified as Armourer (Bombs), 16 February 1942. To No.7 BGS, Paulson, Manitoba, 18 February 1942. Promoted LAC, 1 July 1942. To "Y" Depot, Halifax, 16 November 1942. To RAF Trainee Pool overseas, 10 December 1942. Disembarked in Britain, 18 December 1942. To No.426 Squadron, 4 January 1943. Promoted Corporal, 1 April 1943. To No.62 Base, 12 August 1944. Repatriated 18 June 1945. To No.8 OTU, Greenwood, 19 June 1945. To Station Greenwood, 1 August 1945. To Moncton, 7 September 1945. Retired 11 September 1945. Died at Treherne, Manitoba, 24 December 1962 as per **Legionary** of March 1963. 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 in AFRO. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 3 February 1945 when he had served one year in Canada, 27 months overseas.

This airman has proved to be outstanding in his ability to carry out the most difficult work under adverse conditions. His untiring efforts combined with his determination and devotion to duty have shown exceptional results in the efficiency of his Flight in Daily Servicing Squadron Armament Section.

Note: Report dated 16 February 1942 stated he had attended Air Armament School, 13 January to 16 February 1942. Graduated second in a class of 35. "Keen, intelligent and industrious. Will make an excellent practical armorer."

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MAWDESLEY, G/C Frederick Joseph (C49) - **Air Force Cross** - No.5 Bombing and Gunnery 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 11 March 1891 in Castle Caulfield, Tyrone, Ireland. Enlisted as Gunner, 31st Battery, Canadian Field Artillery, 22 June 1915. Went overseas, 11 March 1916; to France, 14 July 1916 with Third Division Artillery Column. Served as Corporal and Acting Sergeant. Returned to Canadian Artillery Regimental Depot, England, 2 May 1917, for officer training. To 3rd Reserve Battalion, 1 September 1917; commissioned 2 September 1917. To 123rd Pioneer Battalion, 17 November 1917. To France, 28 November 1917. Returned to England, 20 May 1918. Seconded that date to RAF for training as Observer.

Observer in the RAF; to No.1 School of Aeronautics and School of Aerial Gunnery, 15 June 1918. To Eastchurch, 22 June 1918. Gazetted as Observer, 1 August 1918. To France, 11

August 1918. To No.49 Squadron, 12 August 1918. Wounded in foot, 25 August 1918. Hospitalized, 28 August 1918; to No.1 School of Aeronautics, 28 October 1918. To No.1 T.W. School (whatever that is), 13 May 1919. Relinquished commission, same date. Demobilized from CEF, 23 December 1919. Had taken some courses with RAF, early 1919. Reported his flying as Observer to be ten hours on Avro 504K, 25 on Bristol Fighter, 225 on DH.9 and 20 on Handley-Page.

Appointed Flying Officer (Observer), Canadian Air Force, 18 February 1920. To No.1 Wing, Camp Borden, 3 January 1921. On 17 August 1921 he is shown as Adjutant of No.1 Squadron, Camp Borden, and continued as such when it became Training Depot Station (October 1921). Promoted Flight Lieutenant, 1 September 1921. To Air Headquarters, 25 October 1922 (staff duty as assistant to Staff Officer Personnel and special duties relating to drafting of Pay and Allowance Regulations as well as King's Regulations and Orders for the new RCAF .

Commissioned in RCAF, 1 April 1924 in Ottawa. With F/L Higgins, told that he would have to learn to fly as condition of promotion. Posted from Air Headquarters to Camp Borden for flying training, 6 April 1924, reporting 7 April 1924. There was a lack of aircraft and in April he logged only 45 minutes dual. In May he got 4.40 dual (total 5.25). In August 1924 he got 4.50 dual (total 27.35) and 16.10 solo (total 18.40) but progress was slow. He made a cross-country flight of 69 miles on 25 September 1924, a landing test on 26 September, and a second cross-country flight of 102 miles on 2 October. His height test was on 3 October 1924. On 16 October 1924 his instructor, F/L Brookes, reported that he had 34.20 dual and 43.15 solo; his approaches and landings were erratic and often dangerous. S/L Anderson doubted his ability to improve, and after some further instruction and a test by S/L Anderson, his flying was discontinued on 27 October 1924, pending further orders from Air Headquarters. He had not crashed or damaged any aircraft, During his time at Camp Borden he had lectured to Second Term pupils on Army Organization and to Third Term pupils on Air Force Law and Administration. Because of his keenness to fly and qualities in other respects, on 29 November 1924 the Director, RCAF (G.C J.S. Scott) authorized Mawdesley to receive three more hours of instruction with an instructor of his choice. He went on leave, 4 December 1924 to 11 January 1925, and on his return to RCAF duty, R.S. Grandy took over Mawdesley's instruction. Between 13 January and 11 February 1925, Mawdesley flew 3.55 dual and 1.05 solo (total 41.05 dual and 45.20 spread over nine months and 29 days since 7 April 1924. Grandy reported that he had passed some tests (height, landing, cross-country, turns, figures of eight, stalling, side-slipping and forced landings), leaving tests in passenger carrying, cloud and rough weather flying, use of vacuum controls and compass test still to be done. The forced landing test had been passed in the period. He still lacked judgement in distance but later improved. He showed outstanding keenness for flying but little natural flying ability. He was over-confident. Grandy recommended that he be given two hours dual and two hours solo to allow him to finish the course. Air Headquarters agreed. On 25 March 1925, Grandy reported that Mawdesley had completed all tests for his flying badge (total 43.55 dual and 48.30 solo on Avro 504K). He was authorized to wear wings as of 25 March 1925.

Posted to Vancouver, 14 July 1925, for seaplane training and subsequently serving there with No.1 Squadron to 15 May 1926 (much work at Prince Rupert). Promoted Flight Lieutenant, 25 January 1926. To Winnipeg, 15 May 1926 and service at No.1 Wing. On command to RAF Pilotage Course, Calshot, England, 15 December 1926 to 29 May 1927. While there he flew 107 hours, mostly on Southampton flying boats with a little time on Fairey IIID (18 January to 18 May 1927). To Winnipeg Air Station, 1 July 1927. On command from Winnipeg to Headquarters, 26 November 1927, and to Camp Borden, 1 December 1927 to 3 March 1928. To Air Headquarters, 4 March 1928 to 11 April 1928. Assumed temporary command of Winnipeg Air Station (vice Stevenson), 15 December 1928. Relinquished command of Winnipeg Air Station, 5 February 1929 (to Anderson).

From Winnipeg Air Station to Civil Government Air Operations Branch, Ottawa, 12 December 1929. To be Superintendent of Personnel, CGAO, 1 March 1930. On command to No.2 General Purpose Detachment, 3 July 1930. From CGAO HQ to Camp Borden, 15 August 1931. On command from Camp Borden to Ottawa Air Station, for duty with Belle Isle Detachment, 25 July 1932. On exchange from Camp Borden to RAF, 23 March 1933 (No.210 Squadron, Pembroke Dock). Ceases that and transferred from Courses Abroad to No.4 (Flying Boat) Squadron, Vancouver, 8 May 1935. Promoted Squadron Leader, 8 September 1936. While with No.4 (FB) Squadron he made a mercy flight in Fairchild 633 to transport injured employee of Consolidated Mining and Smelting from Anyox to Prince Rupert (15 December 1937), while in Temporary Duty at Prince Rupert.

Also in 1937 he flew the Governor-General (Lord Tweedsmuir) in British Columbia during his visit to that province.

Posted from Vancouver to Trenton, 23 February 1938. To No.4 (BR) Squadron, 1 October 1939. Promoted Wing Commander, 1 January 1940. Posted to Trenton, 24 March 1940 to command School of Administration. To No.1 Training Command Headquarters, 16 May 1941. To Western Air Command Headquarters, 25 November 1941 (Staff Officer Training in December 1942). Promoted Group Captain, 1 May 1943 and posted to No.5 BGS, Dafoe that date. Left No.5 BGS, Dafoe, 10 January 1945. Retired 7 July 1945. As of 8 January 1945 he had accumulated 5,269 hours flying (Hitchins cards). See also Jack Hunter, "Mawdie", **Journal of the Canadian Aviation Historical Society**, Volume 33, No.2 (Summer 1995).

This officer, as commanding officer of a Bombing and Gunnery School, by his energy and good leadership, has brought the functioning of this station to a high level of efficiency. Throughout a long flying career he has made an excellent record as a pilot and instructor and has at all times taken a keen and active interest in the progress and welfare of those undergoing flying training. By his personal example of leadership, ability and devotion to duty he has set a high standard for all officers to follow.

NOTES:

R.A. Logan recounted, "When the time came that observers had to learn to fly, Mawdesley had a very hard time. Grandy proved to be the only one who could teach him to fly. Eventually, to everybody's relief and amazement, Mawdesley received his pilot's wings. Grandy received the OBE."

It is little known that this officer, a notorious "character" in RCAF lore, was recommended for the Trans-Canada Trophy (McKee) Trophy by S/L N.R. Anderson, Commanding Officer, Station Winnipeg. The letter in question, dated 18 January 1930, was from Anderson to the Department of National Defence (RCAF file 821-4, Volume 2, National Archives of Canada, RG.24 Volume 17795).

It is desired to draw your attention to the following facts concerning an officer of this Station who is considered fully qualified, on account of the specially meritorious work performed by him in 1929, to receive the award of the Trans-Canada Trophy.

Flight Lieutenant F.J. Mawdesley, a Permanent Officer of the RCAF, Commanding Cormorant Lake Base of the Winnipeg Air Station, performed continuous excellent service as a pilot during the year 1929. His efforts were instrumental in proving the exceptional merit and usefulness of the air service afforded Canada in general and Dominion Government in particular by the Directorate of Civil Government Air Operations.

His flying time for the year will probably not compare favourably with that of some Commercial Pilots, whose long continuous air journeys soon pile up flying hours. Nevertheless, Flight Lieutenant Mawdesley's flying time for March 12th to December 12th, 1929, amounted to 533 hours, and included no less than 566 landings, many of which were carried out under difficult and trying conditions. On one suppression flight carried out on May 10th, this officer made no less than eleven landings to disembark fire fighters at forest fires.

On March 28th this officer carried out a detection patrol to Island, God's and Oxford Lakes from Cormorant Lake, landing at the Settlements on each lake. He discovered that there had been considerable sickness at the Settlements, resulting in about 22 deaths at Island Lake and six deaths at God's Lake during February 1929. On the return journey he reported these facts to the Indian Agent at Norway House, and on March 31st he again flew to Island and God's Lake carrying with him the Indian Agent, Doctor and RCMP Constable from Norway House. The Indian Agent sent the following message at the conclusion of the flight:

"Appreciate prompt manner in which plane responded to request for flight to Island and God's Lake. Reports of recent deaths,

sickness and destitution necessitated immediate action. Alternative transport by dog train considered hazardous at present and would have subjected all concerned to serious delay. Special flight enabled me to make immediate arrangements for relief of distress occasioned by deaths, opportunity to conduct inquiries. The Doctor was also essential for teeth extraction and provision of medicine.”

A message received from the Bishop of Keewatin on May 2, 1929, requested a special flight from Cormorant Lake to York Factory on the Hudson's Bay, for the purpose of carrying a Doctor and two nurses in to Archdeacon Faries, who was seriously ill with typhoid fever. His wife was breaking down under the strain and required assistance of two nurses.

At daybreak on the 3rd May Flight Lieutenant Mawdesley got off from Cormorant Lake in Fairchild XT with a Doctor and two nursing sisters from The Pas, and a mechanic. They reached York Factory at 2.15 in the afternoon. The ice on Hudson's Bay in front of the Post was very rough, but Flight Lieutenant Mawdesley landed the Fairchild without damage.

Shortly after arrival a terrific gale and snow storm came on which piled the snow in enormous drifts around the aircraft as high as the wings, and prevented the departure for Cormorant Lake for three days. At 6.50 a.m. on May 6th, the Pilot after skilful manoeuvring between the drifts finally got the aeroplane off and reached Cormorant Lake at 12.25 p.m., bringing the Doctor and mechanic out with him.

The Bishop of Keewatin said, “We appreciate the fine service rendered by your Cormorant Lake Sub-Station, which evidently was the means of saving the life of a valuable Missionary.”

This Flight was carried out at a time when the Commercial Aviation Companies operating in the vicinity had removed their aircraft from the ice to await the Spring break-up.

During the period March 12th to May 11th, 1929, when the ice was still on the lakes around Cormorant this Pilot dealt with eleven forest fires for the Forest Service, transporting fire hose, fire pumps, fire fighters and supplies to fires, which could not be reached quickly enough, and in some cases not at all, by any other means of transportation.

From May 6th to May 11th the fire hazard was very bad. At this time of year the snow had disappeared and the sun is strong enough to dry out the moss and

undergrowth of the forest before the leaves come on. Unobserved fires, which may have been smoldering in the muskeg all winter log break out at this time of the year and spread to the adjoining coniferous forest, doing great damage. The streams are free of ice, but the lakes are only free along the shore line and travel across country by other means than air is impossible.

Under such conditions Flight Lieutenant Mawdesley changed his Fairchild from skis to wheels and continued to land fire fighters and fire fighting equipment on the ice in the centre of the lakes, sending them ashore across the intervening water space in a collapsible canoe, which he carried in the aircraft. This action enabled the Forest Service to deal with fires until the ice in the centre of the lake became too soft to operate aircraft any longer.

His work for the Forest Service at the dangerous fire hazard period, just before break-up, was exceptionally commendable, and proved of great assistance in controlling the fire situation in the Cormorant Lake District at the most difficult time of the year.

A transportation aircraft was prepared to take a Government Survey party into Pukkatawagan from Cormorant Lake, but during the preliminary test flight the propellor was badly damaged owing to the radiator filler cap working loose and falling onto the airscrew. The nearest spare airscrew available was at Berens River, but the only means of sending it to Cormorant Lake by ground transportation, which consisted of boat to Selkirk and then rail to Cormorant Lake, would take a week at least and greatly retard the Survey party.

Flight Lieutenant Mawdesley flew his large Varuna Flying Boat to Berens River, a distance of 200 miles, lashed the large four-bladed airscrew to the centre section on top of the flying boat hull and flew back to Cormorant Lake. Within two hours of arrival at the base the new airscrew had been tested and the Survey Party were away by air to Pukkatawagan.

The above are just a few instances taken from the continuous excellent work of Flight Lieutenant Mawdesley during the year 1929. He has flown through storm and smoke and darkness in carrying out the work of his Sub-Station. He has flown as much as eight hours in one day and afterwards worked long into the night attending to administrative details at his Unit. He has demonstrated to officials of Government Departments in a remarkable manner the great assistance which air transportation can be to them in their work, when arranged for and supplied by a well organized, well equipped and efficient Air Service like the Directorate of Civil Government Air Operations.

He has proven that there is no other manner in which the Government of the Country can win and hold the gratitude, admiration and loyalty of the people in outlying Settlements of Canada more quickly than by keeping Government aircraft available to supply their needs in time of distress and sickness.

It is considered that Flight Lieutenant Mawdesley has done more in a practical way to further the cause of sound, sane, sensible aviation in the Dominion of Canada during 1929 than any other Pilot, and is respectfully recommended for the award of the Trans-Canada Trophy.

On 15 January 1935, while on attachment to No.205 (Flying Boat) Squadron, he departed Pembroke Dock in Singapore III K3594, one of four aircraft bound for Singapore. Aircraft held up by weather, but on resuming flight, one (K3595) crashed into a mountainside near Messina, killing eight service personnel and one civilian passenger. Mawdesley's flight was uneventful. His crew on this occasion was F/O H.J.L. Hawkins, Sergeant Pilot R. Rudd, and Leading Aircraftmen A. Cargill, N. Young, and H.T. Baker and A. Mullinger. His passenger at departure was a civilian, R.J. Penn (technical officer) who transferred to K3595 and was killed in the crash of that aircraft. See **Aeroplane**, 17 January 1935 and subsequent. When recommended for AFC he had flown 5,174 hours (check figure) to date, 1,115 hours as instructor.

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MAWHINNEY, F/O Bruce Alger (J23880) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 2 September 1923 in Toronto; home there (labourer); enlisted there 8 January 1942. To No.1 Manning Depot, 18 January 1942. To Trenton, 28 February 1942. To No.6 ITS, 23 May 1942; graduated and promoted LAC, 17 July 1942 but not posted to No.9 EFTS until 15 August 1942; may have graduated 9 October 1942 but not posted to No.2 SFTS until 24 October 1942; graduated and commissioned, 19 February 1943. To No.1 GRS, 5 March 1943. To "Y" Depot, 5 June 1943. To RAF overseas, 22 June 1943. Promoted Flying Officer, 19 August 1943. Repatriated 7 February 1945. Promoted Flight Lieutenant, 19 February 1945. To No.4 Release Centre, 19 March 1945. Retired 16 April 1945. Medal presented 22 June 1949. Died in Bowmanville, Ontario, 11 December 2011.

This officer has flown many operational sorties against such heavily defended targets as Bremen, Kiel and the Ruhr. On one occasion in September 1944, during an attack against Sterkrade, his aircraft sustained damage from anti-aircraft fire and the navigator was wounded. Flying Officer Mawhinney handled his aircraft with outstanding skill and flew it safely back to base. He has proved himself an excellent pilot and captain of aircraft whose fearless determination and devotion to duty have largely contributed to the successful completion of all the missions detailed to his crew.

DHist file 181.009 D.5526 (RG.24 Volume 20667) has recommendation dated 9 November 1944 when he had flown 26 sorties (127 hours 54 minutes), 5 July to 9 October 1944.

5 July 1944 - Biennais (4.50, second pilot)
12 July 1944 - Biennais (4.47, second pilot)
23 July 1944 - Donges (6.15)
5 August 1944 - St. Leu d'Esserent (3.35)
7 August 1944 - Caen (5.15)
8 August 1944 - Foret de Chantilly (5.20)
9 August 1944 - La Bretique (3.55)
10 August 1944 - La Pallice (6.40)
12 August 1944 - La Neuville (4.15)
14 August 1944 - Falaise (4.37)
15 August 1944 - Soesterburg (4.00)
16 August 1944 - Kiel (5.37)
18 August 1944 - Bremen (5.45)
25 August 1944 - Brest (4.36)
27 August 1944 - Mimoorecques (3.15)
31 August 1944 - Cezembre (4.29)
9 September 1944 - Le Havre (3.51)
10 September 1944 - Le Havre (4.54)
12 September 1944 - Wanne Eickel (5.09)
13 September 1944 - Osnabruck (4.53)
25 September 1944 - Calais (4.39)
26 September 1944 - Calais (4.10)
27 September 1944 - Sterkrade (6.18)
4 October 1944 - Bergen (6.38)
6 October 1944 - Dortmund (5.55)
9 October 1944 - Bochum (6.10)

In air operations, as captain of aircraft, Flying Officer Mawhinney has displayed courage, initiative and skill of the highest order.

This officer has flown 26 operational sorties against such heavily defended targets as Bremen, Kiel and the Ruhr, his crew being fully confident in his ability to make quick decisions, skillful and cool judgement at all times.

On one occasion on September 27th, 1944, whilst attacking Sterkrade his aircraft received several hits by flak and the navigator was wounded. Flying Officer Mawhinney's brilliant handling of his aircraft and crew was responsible for their return to base.

In view of this officer's achievements I strongly recommend that he be awarded the Distinguished Flying Cross.

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MAWHINNEY, F/O Clifford Stuart (J46888) - **Air Force Cross** - Station Torbay - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born 3 April 1922. Home in Toronto; enlisted there 21 April 1941 and granted Leave Without Pay. To No.1 Manning Depot, 4 August 1941. To No.6 BGS, 1 September 1941; graduated 22 November 1941 when promoted LAC and posted to No.4 WS; graduated 5 June 1942 when posted to No.1 BGS; graduated and promoted Sergeant, 6 July 1942. To Torbay, 27 July 1942. To No.5 Coastal Artillery Cooperation Detachment, 12 December 1942. Promoted Flight Sergeant, 6 January 1943. Promoted WO2, 6 June 1943. Promoted WO1, 6 January 1944. Commissioned 24 March 1944. Promoted Flying Officer, 24 September 1944. To Station Torbay, 1 July 1945. To No.1 Radio and Navigation School, 15 September 1945. Retired 17 November 1945. Medal presented 22 June 1949. As of award had flown 585 hours.

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

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MAWSON, F/L John Douglas (J19057) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 13 January 1921 in Kingston, Ontario; home there; enlisted in Trenton, 21 August 1939 as a clerk/stenographer. Promoted AC1, 21 February 1940. To No.1 WS, 22 February 1940. Promoted LAC, 21 May 1940. To "OMP", 18 June 1940. Promoted Corporal, 1 July 1940. To No.1A Manning Depot, 30 November 1940. Remustered to Clerk/Stenographer, 1 April 1941. Promoted Sergeant, 1 July 1941. To No.20 EFTS, 8 October 1941. Applied for aircrew status and posted to No.1 ITS, 28 February 1942 (reverted to AC2; promoted Sergeant again on 1 April 1942); may have graduated 25 April 1942 but not posted to No.10 EFTS until 9 May 1942; graduated 17 July 1942 but not posted to No.9 SFTS until 1 August 1942; graduated 20 November 1942 as Sergeant Pilot. To "Y" Depot, 4 December 1942. To RAF overseas, 10 December 1942. Arrived in Britain on 18 December 1942. Further trained at 15 (P) Advanced Flying Unit (posted there 29 March 1943), promoted Flight Sergeant 20 May 1943; to No.22 Operational Training Unit on 1 June 1943; to No.1659 Heavy Conversion Unit,

11 August 1943. To No.431 Squadron, 4 September 1943; to No.427 Squadron, 9 September 1943. Commissioned 7 October 1943. Promoted Flying Officer, 26 February 1944. Posted away to No.1666 HCU, 31 July 1944; to No.1659 HCU, 12 July 1945; to Station Topcliffe, 6 September 1945; to No.427 Squadron, 2 October 1945; repatriated to Canada, 7 May 1946. Medal presented by Governor General at Government House, 7 November 1949. RCAF photo PL-46400 (ex UK-23867 dated 27 December 1945) is captioned as follows: "Flying to Italy and back with leave troops is a tame thing to these two officers of the Lion Squadron, one of the only two Canadian bomber squadrons still operating with the Occupational Air Force. Both did tours on operations with the Lion Squadron before VE Day. On the left is F/L J.D. Mawson, DFC, of Kingston, Ontario and on the right is F/L W.B. Britton, DFC of Eston, Saskatchewan. Mawson is a member of the permanent force." Photo PL-48191 shows him after investiture with his wife (left), son Michael, aged three, and Mrs. A. Mawson of Kingston. Remained in postwar RCAF with the following postings: Mountain View, 18 June 1946 to 10 March 1947; Trenton, 11 March 1946 to 27 February 1949; No.412 Squadron, 28 February 1949 to 31 January 1950; No.413 Squadron, 1 February to 1 November 1950; No.408 Sqn, 1 November 1950 to 12 March 1951; Air Transport Command Headquarters, 13 March 1951 to 1 November 1953; Air Force Headquarters, 2 November 1953 to 10 July 1956; Air Material Command Headquarters, 11 July 1956 to 1 March 1957. Killed in the crash of a Mitchell, 1 March 1957, en route back from Churchill. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 22 July 1944 when he had flown 34 sorties (222 hours 45 minutes) from 15 September 1943 to 12 July 1944.

This captain has completed thirty-four operational bombing sorties against the enemy nineteen of which have been on major targets. He is a Deputy Flight Commander and his work generally has been of the highest calibre. This officer's ability to make instant decisions in emergency, skillful pilotage and cool judgement has been an inspiration to both his crew and the squadron.

The sortie list was as follows:

15 September 1943 - Mont Lucon (6.05, duty not carried out)
16 September 1943 - Modane (6.30)
22 September 1943 - Hanover (6.20)
23 September 1943 - Mannheim (8.00)
27 September 1943 - Hanover (3.40, duty not carried out)
29 September 1943 - Bochum (6.05)
3 October 1943 - Kassel (7.35)
8 October 1943 - Hanover (6.35)
3 November 1943 - Dusseldorf (6.05)
19 November 1943 - Leverkusen (7.10)
22 November 1943 - Berlin (7.50)
25 November 1943 - Frankfurt (7.15)

3 December 1943 - Leipzig (8.30)
29 December 1943 - Berlin (7.25)
20 January 1944 - Berlin (7.50)
15 February 1944 - Berlin (7.10)
20 February 1944 - Stuttgart (7.35)
24 February 1944 - Schweinfurt (8.05)
25 February 1944 - Augsburg (7.30)
6 March 1944 - Trappes (4.40)
7 March 1944 - Le Mans (5.05)
19 March 1944 - Frankfurt (5.30)
30 March 1944 - Nuremberg (7.50)
9 April 1944 - Villeneuve St. Georges (4.55)
20 April 1944 - Lens (4.20)
26 April 1944 - Villeneuve St. Georges (5.05)
27 April 1944 - Aulnoye (4.50)
10 May 1944 - Ghent (4.05)
12 May 1944 - Louvain (4.30)
22 May 1944 - Le Mans (4.30)
27 May 1944 - Bourg Leopold (5.15)
31 May 1944 - Au Fevre (4.15)
4 June 1944 - Calais (3.35)
6 June 1944 - Conde sur Noireau (5.30)
7 June 1944 - Acheres (5.20)
21 June 1944 - Neuville (4.00)
28 June 1944 - Metz (7.40)
12 July 1944 - Acquet (4.30)

NOTE: During his tour of duty at Air Transport Command Headquarters he was on Temporary Duty in the Far East (22 August to 9 September 1952). According to a letter he wrote in applying for the Korea Medal, he flew two Meteor sorties with No.77 Squadron (RAAF) out of Kimpo, 1 September and 3 September 1952. However, RAAF writes to say they know nothing of him.

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MAXHAM, P/O Arthur Gilbert (J90125) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 19 April 1915 in Melbourne, Australia; home in Montreal (clerk, office equipment mechanic); enlisted there 29 June 1942. To No.5 Manning Depot, 7 September 1942. On strength of Montreal Recruiting Centre, 28 December 1942. To No.3 Training Command, 13 January 1943. To No.31 SFTS, 31 March 1943. To No.5 ITS, 1 May 1943; promoted LAC, 9 July 1943; to No.1 Aircrew Education Detachment, 23 July 1943; to No.9 BGS, 18 September 1943; graduated and promoted Sergeant, 29 October 1943. To "Y" Depot,

12 November 1943. Taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Commissioned 8 September 1944. Promoted Flying Officer, 8 March 1945. Repatriated 13 June 1945. Retired 6 September 1945. Medal presented in Montreal, 25 November 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1761 (RG.24 Vol.20609) has recommendation dated 18 January 1945 when he had flown 35 sorties (167 hours 15 minutes), 22 May to 29 December 1944.

This officer has completed a very successful tour as Mid-Upper Air Gunner involving attacks on many heavily defended German targets. Although attacked by two enemy aircraft in quick succession, major damage to his aircraft has been averted by his good judgement and accurate fire. Always displaying a high standard of skill and determination, his fine co-operative spirit and devotion to duty have contributed materially both in the air and on the ground.

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MAXWELL, WO (now P/O) Joseph John Horace (R162983/J88575) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 1/45 dated 5 January 1945. Born 19 January 1924 in Chase, British Columbia; home in Chemainus, British Columbia; enlisted in Vancouver, 14 May 1942. Trained at No.7 ITS (graduated 23 October 1942), No.2 BGS (graduated 12 January 1943) and No.3 AOS (graduated 19 February 1943). Commissioned 1944. Released 27 June 1945. Rejoined RCAF, 21 March 1953 (service number 213249); retired 28 June 1971. Medal presented. Died 28 June 1992 in Amherstberg, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of October 1992. RCAF photo PL-33236 (ex UK-15515 dated 4 October 1944) is captioned as follows: "Slight scepticism concerning P/O J.B. Ward's fondness for flowers (center on bicycle) are Warrant Officer Herb Kendall of Winnipeg; FS Ken Russell of Montreal, F/O E.T. Steele of Stratford and Warrant Officer John Maxwell of Chemainus, B.C. Ward hails from Woodstock, Ontario, and with the other Canadians is attached to a squadron in RAF Bomber Command overseas." Note - Kendall was killed in action, 21 December 1944.

In July 1944, Warrant Officer Maxwell was detailed to participate in an attack on Bordeaux. Whilst over the target his aircraft was repeatedly hit by heavy anti-aircraft fire, seriously injuring two of the crew. Warrant Officer Maxwell administered first aid to his injured comrades and was of invaluable assistance to the navigator in bringing the aircraft safely back to England. This airman has also rendered valuable service in the training of less experienced air crews while his imperturbable coolness in the face of enemy opposition has set an inspiring example to all.

NOTE: Public Records Office Air 2/8827 has the complete recommendation dated 15 August 1944 when he had flown 36 sorties (207 hours 30 minutes). This consisted of ten sorties flown

prior to No.97 Squadron (2 December 1943 to 20 February 1944) and the balance with No.97 Squadron, 18 March to 9 August 1944. The list and recommended citation is given below as additional information.

Pre-No.97 Squadron

2 December 1943 - Berlin (7.15)
3 December 1943 - Leipzig (7.20)
20 December 1943 - Frankfurt (6.00)
20 January 1944 - Berlin (7.05)
27 January 1944 - Berlin (9.00)
28 January 1944 - Berlin (7.50)
30 January 1944 - Berlin (7.00)
15 February 1944 - Berlin (7.10)
19 February 1944 - Leipzig (7.30)
20 February 1944 - Stuttgart (7.15)

No.97 Squadron

18 March 1944 - Frankfurt (5.30)
22 March 1944 - Frankfurt (5.20)
24 March 1944 - Berlin (6.50)
26 March 1944 - Essen (4.25)
30 March 1944 - Nuremburg (7.10)
11 April 1944 - Aachen (3.30)
22 April 1944 - Brunswick (5.40)
26 April 1944 - Schweinfurt (8.30)
6 May 1944 - Louailles (4.25)
9 May 1944 - Annecy (8.45)
19 May 1944 - Amiens (3.30)
22 May 1944 - Brunswick (5.35)
24 May 1944 - Eindhoven (3.20)
27 May 1944 - St.Valery (3.15)
5 June 1944 - St.Pierre du Mont (3.45)
6 June 1944 - Argentan (3.45)
23 June 1944 - Limoges (6.15)
4 July 1944 - Creil (3.50)
12 July 1944 - Culmont-Chalindrey (8.00)
15 July 1944 - Nevers (6.50)
20 July 1944 - Courtrai (2.40)
24 July 1944 - Donges (5.00)
3 August 1944 - Trossy St.Maximin (4.35)
5 August 1944 - St.Leu d'Esserent (4.55)

7 August 1944 - Sequeville la Compagne (3.00)

9 August 1944 - Chatterault (5.45)

This non-commissioned officer has completed 36 sorties, on which 26 have been with the Pathfinder Force, 22 of them as marker. Seven of these sorties have been carried out against Berlin. He is the set operator of one of the squadron's best crews, and his efficiency has played a large part in the consistently fine results obtained by his crew.

In addition to his fine work in the air, Warrant Officer Maxwell has rendered valuable service in the training of inexperienced set operators and has obtained excellent results. His imperturbable bearing and coolness in the face of enemy opposition have been a source of inspiration to all other members of his crew.

For his fearlessness and strong sense of duty he is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

MAXWELL, WO (now P/O) Joseph John Horace (R162983/J88575) - **Mention in Despatches** - No.97 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945.

RCAF Press Release No. 8370 dated 19 January 1945 from F/O George Sinclair readsL

WITH RCAF IN BRITAIN: -- Although he began his two tours of bombing with the Battle of Berlin, carrying out eight attacks on the "Big City", this Chemainus navigator had his most dangerous experience in attacking a lightly defended oil refinery in France.

Navigator of a Lancaster bombing an oil refinery near Bordeaux, P/O J.H. Maxwell, DFC, MiD, Chemainus, B.C., revealed that his aircraft was so badly damaged over the target that it could not be repaired. It was broken up for scrap after its emergency landing at a British south coast airfield. "We had to bomb visually in France to avoid the possibility of inaccurate bombing of French civilians. This day, there was cloud that forced us down to less than half our briefed height, and the light flak was really deadly," he explained. "They put 165 holes in the kite, according to the ground crew who examined it later. Both the bomb-aimer and mid-upper gunner were seriously wounded," he declared.

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MAXWELL, FS Robert Burton (R165426) - **Conspicuous Gallantry Medal (Flying)** - No.428 Squadron - Award effective 24 October 1944 as per **London Gazette** of that date and AFRO 239/45 dated 9 February 1945. Born 20 January 1924 in Toronto; home there enlisted there 12

May 1942. To No.1 Manning Depot, 3 June 1942. To No.5 SFTS (guard duty), 24 July 1942. To No.1 ITS, 12 September 1942. Promoted LAC, 6 November 1942; to No.12 EFTS, 9 December 1942; to No.5 SFTS, 20 February 1943; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 25 June 1943. To RAF overseas, 29 June 1943. Commissioned 28 August 1944. Promoted Flying Officer 28 February 1945. Incident described was 25 August 1944 (target, Russelshein). Repatriated with No.408 Squadron, 20 June 1945. Training for "Tiger Force" when war ended. To Greenwood, 1 October 1945. To No.1 Composite Training School, 10 April 1946. To No.9 (Transport) Group, 10 June 1946. To No.124 Squadron, 11 June 1946. To No.1 Air Command, 29 December 1946. Released 7 January 1947. Rejoined RCAF Auxiliary (No.400 Squadron), 1 January 1949 in Flying Control Branch until 15 November 1950. Medal sent by registered mail 10 June 1948. DFC was sent by registered mail, 28 June 1949. RCAF Photo PL-42149 (ex UK-18985, circa 22 February 1945) has the following caption: "Wounded by flak himself and with his fatally wounded flight engineer lying beside him, F/O R.B. Maxwell (66 Glen Road, Toronto) was awarded a Conspicuous Gallantry Medal when he went on to bomb Russelheim. It was his first operation with an RCAF Lancaster squadron. His wireless operator, centre, P/O J.G. Feasby (RR.3, Kitchener, Ontario) and P/O E.D. Chisholm (197 Atlantic Street, Halifax) were along. Chisholm, right, was struck by flak but his heated flying suit stopped the red-hot chunk of metal."

In August 1944 Flight Sergeant Maxwell was detailed to attack a target in Germany. When nearing the objective, his aircraft was struck by anti-aircraft fire, disabling an engine and damaging the electrical system. Despite loss of height and a wound in the leg, this airman pressed on to the target where the bombs had to be released manually. Flight Sergeant Maxwell then flew his aircraft back to England and effected a safe landing. His coolness, courage and determination to achieve success have been of a high order.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has recommendation by S/L G.J. Edwards dated 28 August 1944 when he had completed two sorties (14 hours 47 minutes) as follows:

On the night of 25th August 1944, on his first trip as captain of aircraft, Flight Sergeant Maxwell was detailed to attack a German target. While still 40 minutes from the target his aircraft was struck by flak, fatally wounding his Flight Engineer, disabling the starboard outer engine, wounding his Wireless Operator, and damaging the electrical system and he, himself, received a wound in the leg. Despite the losing of height and his wound, Flight Sergeant Maxwell pressed on to the target and went in at the lowest possible bombing height in an endeavor to bomb. The failure of the electrical system prevented bombing and bombs had to be jettisoned manually. Flight Sergeant Maxwell then brought his aircraft back to England and made a successful three engine landing. His coolness, courage and great determination on this first trip have proved an inspiration to the Squadron and I recommend the immediate award of the Conspicuous Gallantry Medal.

His sorties to date had been as follows:

18 August 1944 - Bremen (6.27, as second pilot)

25 August 1944 - Russellheim (8.20)

MAXWELL, F/O Robert Burton, CGM (J89628) - **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.

Since the award of the Conspicuous Gallantry Medal this officer has flown on a large number of operational sorties. He has taken part in attacks against such heavily defended targets as Kiel, Chemnitz, Merseburg and Berlin. Flying Officer Maxwell is an outstanding leader who has invariably displayed courage and devotion to duty of a high order.

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MAXWELL, WO1 (now F/O) William Christie (R93153/J35980) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 3 July 1920 at Mount Dennis (Toronto suburb); employed by a motor shaft company; enlisted in Toronto, 12 February 1941. Trained at No.3 ITS (graduated 21 June 1941), No.6 BGS (graduated 7 November 1941), No.9 AOS (graduated 29 September 1941) and No.2 ANS (graduated 8 December 1941). To No.10 (BR) Squadron, 1 January 1942. To No.11 (BR) Squadron, 31 August 1942. To No.20 EFTS, 12 December 1942. Returned to No.11 (BR) Squadron, 5 March 1943. To No.10 (BR) Squadron, 29 April 1943. Commissioned 12 July 1943. Promoted Flying Officer, 12 January 1944. To No.11 (BR) Squadron, 4 August 1944. To No.121 Squadron, 13 November 1944. To No.4 Release Centre, 3 March 1945. Retired 12 March 1945. Rejoined Interim Force almost immediately, being retained by No.121 Squadron. Flight Lieutenant as of 1 August 1946; promoted Squadron Leader, 1 September 1947 (300076). Appears to have been released in Guelph area, late 1949. **Legion Magazine** of December 1986/January 1987 reported the death of "Wing Commander Padre William Maxwell, DFC" in London, Ontario, 19 August 1986, age 68. It is not clear if this is William Christie or William Mead Maxwell. Medal presented 6 March 1945. As of award had flown 1,087:15 hours (630:40 operational, 86 sorties).

This navigator has completed many operational flying hours in the North Atlantic area. Upon one occasion when participating in an attack against an enemy submarine, he was wounded in the head and leg by anti-aircraft fire. He kept the bomb doors open to ensure release of the depth charges and, after first aid was administered, successfully navigated his aircraft over 700 miles back to base in very bad weather. He has at all times proved himself to be a navigator of exceptional ability.

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MAXWELL, PO William Mead (J17114) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born in New Jersey, 1 August 1920; home in Leamington, Ontario; enlisted in Windsor, 4 March 1941. To No.1 Manning Depot, 16 March 1941. To Trenton, 10 April 1941. To No.3 WS, 5 July 1941; promoted LAC, 7 August 1941; to Trenton, 7 January 1942; to No.4 BGS, 31 January 1942; graduated and promoted Sergeant, 30 March 1942. To "Y" Depot, 31 March 1942. To RAF overseas, 30 April 1942. Commissioned 4 March 1943. Promoted Flying Officer, 4 September 1943. Repatriated at uncertain date; retired 27 September 1943. Rear gunner in S/L C.S. Dowie's crew and later in S/L J.B. Millward's crew. Medal presented at Buckingham Palace 15 February 1944. RCAF photo PL-26982 (ex UK-8200 dated 22 February 1944) taken in front of Buckingham Palace after investiture.

This officer has an excellent operational record. He has participated in attacks on such heavily defended enemy targets as Kiel, Duisburg, Bochum and Wuppertal and in several successful mine-laying sorties. The initiative and vigilance which he has always displayed have been assets of high value to his crew and in no small measure contributed to the safe return of his aircraft on several occasions. His courage, skill and devotion to duty have been most praiseworthy.

DHH file 181.009 D.2624 (Library and Archives Canada RG.24 Volume 20628) has recommendation by W/C L.Crooks drafted 14 June 1943 when he had flown 22 sorties (130 hours 45 minutes).

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)
10 March 1943 - Air-Sea Rescue (4.00, counted as one-half sortie)
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)
29 May 1943 - Wuppertal (5.39)

This officer has an excellent operational record with the squadron. He has taken part in attacks on most of the heavily defended areas of Germany and occupied Europe and has also participated in several successful mine laying sorties.

The initiative and vigilance displayed by this officer have proven him a definite asset too his crew and are in no small measure responsible for the safe return of his aircraft.

On the ground he has rendered valuable assistance to the training of new crews. I recommend the award of the Distinguished Flying Cross.

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MAY, Corporal Gordon Frederick (R122355) - **Mention in Despatches** - Station Sea Island - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 7 March 1920 in New Westminster. Home in New Westminster (delivery, butchery and meat cutting for four years). Enrolled under National Resources Mobilization Act, 19 June 1941 and assigned to No.110 Canadian Army (Basic) Training Centre.. Enlisted in RCAF, Vancouver, 18 August 1941 for General Duties and posted to No.3 Manning Depot, Edmonton. Classified as Cook, 30 August 1941. Promoted AC1, 12 January 1942. Promoted LAC, 1 October 1942. Promoted Corporal, 1 December 1942. Classified as Chef, 1 June 1943. To No.3 Repair Depot, Vancouver, 13 June 1943. To Western Air Command Headquarters, 15 June 1943. To No.11 Detachment, Ferrier Point, 24 June 1943. To Station Sea Island, 16 June 1944. To Station Patricia Bay, 17 January 1945. To No.18 Support Unit. Terrance, 16 July 1945. Award Certificate sent to him, 4 July 1945. To No.5 OTU Detachment, Abbotsford, 12 August 1945. To No.7 Reserve Equipment and Maintenance Unit, Abbotsford, 1 November 1945. To No.10 Repair Depot, Calgary, 16 April 1946. Discharged in Calgary, 30 September 1947. Died in New Westminster, 8 March 1963 as per **Legionary** of May 1963.

This airman has consistently shown a complete disregard for his own personal leisure and has at all times discharged his duties in a most commendable manner. He stands out among his fellow workers and at the same time inspires them to put forth their greatest efforts. This airman has served the personnel of his station well and willingly and is deserving of great credit.

Note: Recommended 27 December 1944 by Section Officer A.M. Lawson who wrote:

This airman has consistently and with a disregard for personal leisure shown such devotion to duty as to conspicuously excell among his fellows and to inspire those with whom he serves.

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MAY, S/L John Robert (J5808) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 31 January 1920 in Toronto; home in Midland, Ontario; enlisted in Toronto, 9 October 1940. To Trenton, 23 October 1940. To No.1 ITS, 10 December 1940; graduated and promoted LAC, 15 January 1941 when posted to No.7 EFTS; graduated 17 March 1941 when posted to No.1 Manning Depot; to No.10 SFTS, 8 April 1941; graduated and promoted Sergeant, 22 June 1941; appears to have been commissioned almost immediately afterwards. To Trenton, 28 June 1941. To No.34 SFTS, date uncertain. To No.2 SFTS, 2 February 1942. Promoted Flying Officer, 15 March 1942. Promoted Flight Lieutenant, 15 January 1943. To "Y" Depot, 18 July 1943. To United Kingdom, 25 August 1943. Promoted Squadron Leader, 12 August 1944. Repatriated 13 June 1945. To Halifax, 17 August 1945. Retired 9 September 1945; living in London, Ontario, September 1950. Attended University of Toronto and worked 35 years for London Life. Died in London, Ontario, 9 May 2014. Medal sent by registered mail 10 March 1949. Photo PL-33726 (ex UK-15725, 11 October 1944) shows him alone. Photo PL-33727 (ex UK-15726, 11 October 1944) shows S/L Jack May (left), P/O Bert Clarke (navigator, London, Ontario) and P/O C.R. Swayze (air gunner, London, Ontario). RCAF Photo PL-33809 (ex-UK-16232, 24 October 1944) shows S/L John May (left) and brother Able Seaman Douglas May. PL-33810 shows same pair (S/L May pointing to Halifax 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.4431 (RG.24 Vol.20649) has recommendation (undated) when he was a Flight Lieutenant and had flown 21 sorties (99 hours 45 minutes), 19 May to 4 August 1944.

This officer has completed a good number of successful operations against German and French targets. He has always shown himself to be cool and confident under all circumstances and displays fearlessness and aggressiveness in the face of danger and enemy opposition. He has always shown a keen desire to press home his attack with the greatest accuracy possible. As Deputy Flight Commander he has always been of great assistance in maintaining a high degree of efficiency in his flight. His personal keenness and devotion to duty have set a real example to the pilots in the squadron.

The sortie list was as follows:

19 May 1944 - Franceville (4.20)
22 May 1944 - Le Mans (4.35)
24 May 1944 - Trouville (3.35)
27 May 1944 - Bourg Leopold (5.00)
31 May 1944 - Au Fevre (4.20)

12 June 1944 - Cambrai (4.30)
16 June 1944 - Sterkrade (4.55)
21 June 1944 - St. Martin (4.20)
23 June 1944 - Bientques (4.30)
24 June 1944 - Bamieres (3.45)
27 June 1944 - Foret d'Eawy (4.30)
28 June 1944 - Metz (6.40)
1 July 1944 - Biennais (3.45)
4 July 1944 - Biennais (3.50)
5 July 1944 - Biennais (3.35)
7 July 1944 - Caen (4.40)
23 July 1944 - Donges (6.15)
25 July 1944 - Stuttgart (8.30)
30 July 1944 - Amaye-sur-Seulles (4.45)
1 August 1944 - Foret de Forrestel (3.55)
4 August 1944 - Bois de Cassan (4.35)

An additional copy of this submission (181.009 D.1633, RG.24 Volume 20603) amends the operations to 24 sorties (114 hours 15 minutes), the additional trips being:

7 August 1944 - Falaise (4.45)
12 August 1944 - Montrichard/Tours (4.50)
15 August 1944 - Melsbroek/Brussels (4.53)

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MAY, F/O John Walter (J16246) - **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 25 December 1910 in Edmonton; home in Vancouver (cashier); enlisted in Edmonton, 11 October 1940. To No.1 ITS, 8 February 1941; graduated and promoted LAC, 16 March 1941; to No.5 AOS, 29 March 1941; graduated 22 June 1941 when posted to No.5 BGS; graduated and promoted Sergeant, 4 August 1941; posted next day to No..1 ANS; graduated 1 September 1941. To Embarkation Depot, 2 September 1942. To RAF overseas, 11 October 1941. Commissioned 16 September 1942. Promoted Flying Officer, 16 March 1943. Promoted Flight Lieutenant, 16 September 1944. Repatriated 16 October 1944. To No.5 OTU, 20 November 1944. To No.9 Release Centre, 7 September 1945. Retired 12 September 1945. Medal presented 22 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 12 August 1944 when he had flown 47 sorties (271 hours 25 minutes). First tour was 29 May 1942 to 16 February 1943 (26 1/2 trips - the half trip was likely an abandoned sortie to Hamburg, 15 October 1942). Second tour was 24 July 1943 to 27 May 1944 (20 1/2 trips - actually 22 sorties of which three were sea searches).

Flying Officer May started his operational career in May 1942 and has now twenty and one-half trips on his second tour. His wide variety of targets include

some of the enemy's most heavily defended, such as Essen, Cologne, Kiel, Stuttgart, Mannheim, along with many mine-laying sorties and objectives in France. During his long tour of duty, his loyalty, keenness and fighting spirit has never wavered. A most skilful navigator, this officer's cheerful confidence and devotion to duty have always merited the highest praise. He is strongly recommended for the award of the Distinguished Flying Cross.

The sortie list was as follows:

First Tour:

29 May 1942 - Cherbourg (4.40)
4 June 1942 - Dieppe (5.05)
6 June 1942 - Emden (4.40)
8 June 1942 - Essen (5.15)
26 June 1942 - Lorient, mining (6.00)
6 July 1942 - Lorient (6.30)
9 July 1942 - Frisians (5.20)
12 July 1942 - Lorient (6.30)
14 July 1942 - Heligoland (5.20)
21 July 1942 - Duisburg (5.00)
22 July 1942 - sea search (5.10)
25 July 1942 - Duisburg (5.20)
27 July 1942 - sea search (4.20)
29 July 1942 - sea search (4.15)
6 October 1942 - Kiel (6.25)
13 October 1942 - Cologne (6.05)
15 October 1942 - Hamburg (2.50, duty not carried out)
10 November 1942 - mining (3.55)
22 November 1942 - Stuttgart (8.00)
25 November 1942 - mining (7.20)
6 December 1942 - Mannheim (7.45)
8 December 1942 - mining, Cuxhaven (6.43)
9 December 1942 - Turin (6.55)
9 January 1943 - Terschilling (3.55)
15 January 1943 - Norden (5.00)
7 February 1943 - Lorient (7.20)
9 February 1943 - mining (4.25)
13 February - Lorient (7.10)
16 February 1943 - Lorient (6.45)

Second Tour

24 July 1943 - sea search (5.50)
16 August 1943 - sea search (4.30)
4 December 1943 - sea search (5.20)

27 May 1944 - Bourg Leopold (4.35)
31 May 1944 - Mont Couple (3.15)
10 June 1944 - Versailles (%.15)
21 June 1944 - St, Martin l'Hortier (4.00)
23 June 1944 - Bientques (4.00)
24 June 1944 - Bamieres (4.00)
28 June 1944 - Metz (6.45)
1 July 1944 - Biennais (3.45)
5 July 1944 - Biennais (4.00)
6 July 1944 - Conquereux (4.30)
9 July 1944 - Mont Condon (4.00)
12 July 1944 -Thivernay (4.10)
24 July 1944 - Ferfax (4.15)
25 July 1944 - Stuttgart (8.00)
2 August 1944 - Ferme de Forestal (4.00)
3 August 1944 - Foret de Nieppe (4.00)
4 August 1944 - Bois de Cessant (4.00)
5 August 1944 - St.Leu d'Esserent (4.30)
7 August 1944 - La Hogue (5.15)

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MAY, F/O Lewis Farnell (J14318) - **Distinguished Flying Cross** - No. 414 Squadron - Award effective 24 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 13 April 1916 in Orangeville, Ontario; home in Toronto; enlisted there 18 December 1940. To Trenton, 31 March 1941. Promoted Sergeant and posted to No.1 EFTS, 2 May 1941 to instruct. To No.5 Manning Depot, 19 June 1942. To No.6 SFTS, 18 July 1942; graduated and commissioned, 11 September 1942. To Eastern Air Command, 25 September 1942. To No.123 Squadron, 26 September 1942. To "Y" Depot, 14 November 1942. To RAF overseas, 10 December 1942. Promoted Flying Officer, 11 March 1943. Promoted Flight Lieutenant, 11 September 1944. Repatriated 3 November 1944. To No.4 Release Centre, 17 December 1944. Retired 17 February 1945. Medal presented 14 May 1948. Photo PL-34101 shows him with P/O A.V. Boyer, DFC.

Flying Officer May has completed many sorties against the enemy and as a reconnaissance pilot has continuously displayed exceptional skill and courage in completing the many tasks assigned to him, frequently in the face of the most intense enemy opposition. He has also attacked a variety of ground targets in enemy occupied territory. On the first day of the assault on the coast of Normandy this officer performed two very successful co-operation flights in support of the naval bombardment.

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MAYO, F/O Earl Charles (J25382) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated

6 July 1945. Born 8 September 1917; home in Toronto; enlisted there 15 September 1939 as clerk and assigned to Air Training Command. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 1 July 1940. Reclassified as Stenographer, 1 March 1941. Promoted Sergeant, 1 July 1941 when reclassified as Clerk/Administration. Remustered to aircrew and posted to No.6 ITS, 18 July 1942; to No.20 EFTS, 10 October 1942; to No.2 SFTS, 27 December 1942; graduated and commissioned 16 April 1943. To "Y" Depot, 30 April 1943. To RAF overseas, 31 May 1943. Promoted Flying Officer, 16 October 1943. Repatriated 9 February 1945. To No.1 Air Command, 26 February 1945. To No.16 SFTS, 8 April 1945. To AFHQ, 21 September 1945. Remained in postwar RCAF (10524) as pilot. Retired 1968 as Commandant at Canadian Forces Headquarters. Died in Ottawa, 3 January 2014. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.1729 (RG.24 Vol.20607) has recommendation dated 19 November 1944 when he had flown 25 sorties (129 hours 45 minutes), 24 July to 4 November 1944.

This captain has completed twenty-five heavy operational bombing attacks against the enemy. His work in general has been exceptional and through his courage, skill and determination in action he has been an inspiration to his crew.

The sortie list was as follows:

23 July 1944 - Donges (6.10)
24 July 1944 - L'Hey (3.40)
14 August 1944 - Aisy (4.40)
15 August 1944 - Soesterburg (4.05)
18 August 1944 - Connantres (6.20)
25 August 1944 - St. Mathieu (4.20)
27 August 1944 - Mimoyecques (4.00)
28 August 1944 - Ferme de Forrestel (4.00)
31 August 1944 - Cezembre (5.30)
3 September 1944 - Volkel (3.40)
14 September 1944 - Wilhelmshaven (4.10, duty not carried out)
15 September 1944 - Kiel (6.10)
20 September 1944 - Calais (3.10)
24 September 1944 - Calais (4.20)
25 September 1944 - Calais (4.35)
27 September 1944 - Sterkrade (5.55)
28 September 1944 - Cap Gris Nez (4.20)
6 October 1944 - Dortmund (6.00)
9 October 1944 - Bochum (5.50)
12 October 1944 - Wanne Eickel (5.15)
14 October 1944 - Duisburg (5.35)
14 October 1944 - Duisburg (6.20)
24 October 1944 - Homburg (5.00)
30 October 1944 - Cologne (5.35)
1 November 1944 - Oberhausen (5.50)

4 November 1944 - Bochum (5.15)

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MAYOU, P/O Francis David (J18381) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. Born 12 December 1920 in Verdun, Quebec; home in Montreal; enlisted there 13 June 1941. To No.1 Manning Depot, 6 July 1941. To No.4 WS, 27 September 1941; promoted LAC, 29 October 1941; graduated 11 April 1942 when posted to No.9 BGS; graduated and promoted Sergeant, 11 May 1942. To "Y" Depot, 12 May 1942; to RAF overseas, 31 May 1942. Promoted Flight Sergeant, 11 November 1942. Promoted WO2, 11 May 1943. Commissioned 11 July 1943. Promoted Flying Officer, 11 January 1944. Repatriated 19 August 1944. To No.168 Squadron, 28 September 1944. To No.2 Release Centre, 17 January 1946. Retired 25 January 1946. Medal sent by registered mail 12 July 1946. No citation other than "...completed...many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8782 has recommendation dated 22 December 1943 when he had flown 45 sorties (362 hours 28 minutes), 7 December 1942 (A/S patrol) to 20 December 1943 (Frankfurt). Although his total times differ by 19 minutes from those of H.C. Banks, their list of sorties and times are virtually identical, with one exception; an A/S patrol recorded by Banks on 17 January 1943 is recorded with Mayou as 18 January 1943. They are almost certainly members of the same crew. Photo PL-25536 (right) shows him.

During his many sorties against enemy targets, Pilot Officer Mayou has displayed exceptional skill as a Wireless Operator Air Gunner. Always keen to proceed on operations, this officer has invariably performed his duties in a highly commendable fashion. His courage and devotion to duty have been an example to all. This officer is strongly recommended for the award of the Distinguished Flying Cross.

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MEADEN, P/O William Harold David (J18290) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born in Edmonton, 8 October 1922; enlisted there 1 September 1941. Trained at No.19 EFTS (Virden) and No.10 SFTS (Dauphin). Commissioned 1943; promoted to Flying Officer, December 1943. Instructed at an OTU after his tour. Retired 31 August 1945. In postwar commercial aviation (Hamilton and Yukon), 1945 to 1948, after which he rejoined the RCAF, 13 December 1948. Retired to Willowdale, 9 April 1970. Died in Toronto, 3 May 2000; obituary notice stated he had flown with both No.432 and 436 Squadrons; the latter was likely postwar service. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 16 March 1944 when he had flown 27 1/2 sorties (167 hours 23 minutes), 10 March 1943 to 30 January 1944.

This officer has shown an unconquerable spirit of determination to achieve his

objective. The majority of his many operational sorties have been over heavily defended areas, including five against Berlin, and his coolness and his unusual initiative have won him the respect of his crew and the whole squadron.

For his exceptional qualities of leadership, for his coolness in face of danger, for his spirit of determination and devotion to duty, this officer is strongly recommended for the award of the Distinguished Flying Cross.

Note: Public Record Office Air 50/248 has a Combat Report for 26/27 March 1944 when he was with No.405 Squadron. Target was Essen (Lancaster U/405, JB684) and crew were J18290 P/O W.H.D. Meaden, J18687 P/O J.D. Barker, J51564 F/O G.J. Smith (later killed in action), 162625 P/O W. Calderwood, 6190 Warrant Officer K.A. McEwan (mid-upper gunner), R134962 Warrant Officer R.R. Alexander (rear gunner), and P/O H. Chamberlain (RAF).

While over the target area just before dropping the bombs Lancaster aircraft "U" Serial No.JB684 of 405 (RCAF) Squadron encountered two FW.190s. The first sighting was made at 2230 hours flying at 20,000 feet altitude. Visibility was very good aided by numerous searchlights and 7/10 cloud below, tops 1,400 feet [14,000 feet ?].

The enemy aircraft were first sighted by the rear gunner on either quarter at 600 yards range coming in to attack. The rear gunner directed the pilot to corkscrew starboard and as the Lancaster commenced to turn the fighter on the starboard quarter opened fire with one short burst, the trace of which was seen to pass below the starboard wing. As the dive progressed both fighters broke the attack by diving steeply and disappearing below.

Neither of the Lancaster gunners opened fire and no hits were scored by the fighter which opened fire. Monica only gave odd pips, possibly by rear gunner's turret movement.

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MEADES, FS Albert Langton (R72252, later C28419) - **British Empire Medal** - AFHQ, Administration Branch - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Born in Toronto, 17 August 1919; enlisted there, 18 September 1940 as Clerk/Stenographer. To AFHQ, 2 November 1940. Promoted AC1, 18 December 1940. Promoted LAC, 1 April 1941. Promoted Corporal, 1 May 1941. Promoted Sergeant, 1 October 1941. Promoted Flight Sergeant, 1 May 1942. To No.5 Manning Depot, 3 June 1943. To No.10 EFTS, 9 June 1943. Commissioned 10 June 1943. To No.13 SFTS, 26 July 1943. To Rockcliffe, 31 August 1943. Promoted Flying Officer, 10 December 1943. To No.3 Training Command, 21 December 1943. Promoted Flight Lieutenant, 1 August 1944. To No.9 (Transport) Group, 5 February 1945. To No.4 Release Centre, 17 October 1945. Retired 25 October 1945. Award presented by Governor General, 23 November 1943.

This NCO has been outstanding in the performance of his duties as NCO in charge of airmen employed in the Officer's Promotion Branch. During the period of transfer of American citizens from the Royal Canadian Air Force to the United States Armed Forces by the Joint Canadian-American Military Board, Flight Sergeant Meades' devotion to duty and cheerful spirit while working long hours under trying conditions was a matter of favourable comment from senior American officers. His leadership, tact, personality and exemplary conduct set a splendid example to his juniors and gained the confidence of his superiors.

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MEADOWS, Sergeant George William (R191205 and J92399) - **Conspicuous Gallantry Medal (Flying)** - No.166 Squadron - Award effective 9 December 1943 as per **London Gazette** dated 24 December 1943 and AFRO 297/44 dated 11 February 1944. Born 2 June 1913 in Bowsman River, Manitoba; enlisted in Winnipeg, 12 September 1942. To No.2 Manning Depot, 13 October 1942. To No.12 SFTS (guard), 25 November 1942. To Composite Training School, 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. Embarked 15 June 1943. Arrived in Britain, 24 June 1943. At No.18 OTU as of 6 July 1943; then to No.1656 Conversion Unit. Reported to No.166 Squadron, 12 November 1943. CGM sortie was 28 November 1943 (Berlin). Posted non-effective after that, he reported back to No.166 Squadron on 28 December 1943 although he flew no more sorties until 27 April 1944. Commissioned 17 November 1944. Repatriated 27 November 1944. To No.2 Air Command, 11 January 1945. To No.16 SFTS, 31 March 1945. Promoted Flying Officer, 17 May 1945. To No.5 Release Centre, 31 October 1945. Retired 2 November 1945. Died 19 November 1998 in Prince George, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1999. Photo PL-33889 shows him after investiture.

This airman was the rear gunner of a bomber detailed to attack Berlin one night in November 1943. During the operation the aircraft was attacked by a fighter. Bullets from the enemy aircraft hit and damaged the mid-upper and rear turrets, one bullet struck Sergeant Meadows in the back, which was deflected by the wiring in his electrically heated clothing, and came out in the groin. Another attack developed, and the mid-upper gunner, the wireless operator and navigator were wounded. Despite his injury, Sergeant Meadows remained in his turret and by his excellent co-operation with the pilot, together with his good shooting, beat off a further eight attacks by fighters. This airman showed skill, courage and fortitude of a high order.

Public Record Office Air 50/292 has the following Combat Reports relevant to this night's action, arranged in chronological order, although the actual Report Numbers are out of sequence.

First Combat:

1. Report No.424, night 26th/27th November 1943; Lancaster I, ZZ/166, DV365, Berlin.
2. 5017 North, 0437 East, 1930 hours, 19,500 feet.
3. No cloud. Visibility hazy. No moon.
4. No searchlights or ground activity observed.
5. No unusual phenomena.
6. Enemy aircraft not seen.
7. Not observed.
8. Cannon and machine guns used.
9. Enemy aircraft not observed.
10. One attack. Enemy aircraft attacked from dead ahead. Breakaway not seen.
11. No evasive action was taken.
12. Our gunners did not open fire.
13. No damage to enemy aircraft. D.R. compass and master unit hit, also Mid-Upper and Rear Turrets hit. Rear Gunner wounded.
14. No rounds fired..
15. Mid-Upper: 1615703 Sergeant Cushing, 4 AGS, 28 OTU, 1662 CU. Rear Gunner: R191205 Sergeant Meadows, AGS Trenton, Macdonald.
16. Monica fitted. Warning received approximately five minutes before attack.
17. The attack definitely took air crew by surprise and the pilot stated that it was all over before he could take evasive action or do very much about it. Rear Gunner and Mid-Upper did not see enemy aircraft during this attack. All crews have been warned of the possibilities of the enemy carrying out a head on attack.
18. Tracer first observed ahead by the pilot of our aircraft. Range could not be estimated. No evasive action was taken. No damage to enemy aircraft observed. D.R. compass and master unit hit, also Mid-Upper and Rear Turret and Rear

Gunner wounded.

Comments by S/L Cox, G.G.L. - An unusual attack, which cannot be disregarded. A search plan for every available crew member is the only method to avoid surprise.

Second Combat.

1. Report No.417, night 26th/27th November 1943; Lancaster I, ZZ/166, DV365, Berlin.
2. 5017 North, 0425 East, 1935 hours, 19,000 feet.
3. Visibility hazy. No cloud or moon.
4. No searchlights or ground activity observed.
5. No unusual phenomena.
6. FW.190 (one)
7. No lights carried.
8. Disposition of armament not observed.
9. Enemy aircraft was first seen by the Mid-Upper Gunner on the port quarter at approximately 800 yards range.
10. One attack. Enemy aircraft attack from the port quarter up to dead astern, breaking away to port bow in shallow dive.
11. Our pilot corkscrewed to port as soon as enemy aircraft had committed himself to an attack at 600 yards range. Mid-Upper gave the evasive orders "corkscrew port", "go".
12. Enemy aircraft opened fire at 600 yards range, firing two short bursts until breakaway, scoring hits on starboard mainplane and tailplane.
13. Both Mid-Upper and Rear Gunners opened fire at 600 yards range, firing long bursts until breakaway. Port gun became unserviceable in Mid-Upper turret owing to being hit by cannon shell. Wireless Operator and Navigator injured, Wireless Operator in the back of the head, Navigator in the left shoulder. Damage to enemy aircraft not observed.

14. Mid-Upper fired 250 rounds. Stoppage in left-hand gun due to damage by cannon shell. One of the left-hand guns in the Rear Turret was also hit and put out of action after the Rear Gunner had fired 150 rounds.

15. Mid-Upper: 1615703 Sergeant Cushing, 4 AGS, 28 OTU, 1662 CU. Rear Gunner: R191205 Sergeant Meadows, AGS Trenton, Macdonald.

16. Monica fitted, warning received five minutes before attack. Pilot corkscrewed on warning but as no attack was made resumed course.

17. The enemy aircraft carried out a normal attack and the correct evasive action was carried out by our crew.

18. Enemy aircraft was first seen by Mid-Upper at 800 yards range. The combat manoeuvre ordered by the Mid-Upper was the corkscrew. Enemy aircraft opened fire at 600 yards range, firing long bursts until the breakaway. No damage to enemy aircraft observed. Enemy aircraft scored several hits on our aircraft starboard mainplane and also tailplane. Wireless Operator and Navigator wounded.

Third Combat:

1. Report No.425, night 26th/27th November 1943; Lancaster I, ZZ/166, DV365, Berlin.

2. Position between Charleroi and Caen. Time between 1935 and 2030 hours,

3. Visibility hazy. No cloud.

4. No unusual phenomena.

5. (Space not used)

6. Ju.88 (one)

7. No lights carried.

8. Armament situated in nose of aircraft.

9. Mid-Upper first sighted enemy aircraft at 400 yards on the starboard quarter, slightly up.

10. One attack. Enemy aircraft attacked from the starboard quarter up, breaking away to starboard beam level.

11. Mid-Upper gave the evasive order "corkscrew starboard", "Go" on first sighting enemy aircraft/
12. Enemy aircraft opened fire at 400 yards, firing one continuous burst until the breakaway. Mid Upper opened fire until ammo in the right hand gun was expended. Left hand gun was out of action due to being hit. The crew are not certain if the Rear Gunner [Meadows] opened fire on this attack or not as he is now in hospital wounded, no information can be obtained at the present time.
13. No claims of damage to enemy aircraft. No hits occurred to our aircraft.
14. 100 rounds from the Mid-Upper. Unknown from the rear turret.
15. Mid-Upper: 1615703 Sergeant Cushing, 4 AGS, 28 OTU, 1662 CU. Rear Gunner: R191205 Sergeant Meadows, AGS Trenton, Macdonald.
16. Monica fitted. No warning given.
17. Enemy aircraft carried out a normal attack and the correct evasive action was taken. The Gunners were rather handicapped in the shooting, having had some of their guns put out of action and also servo ducts damaged.
18. Enemy aircraft was first sighted by the Mid-Upper at 400 yards range on the starboard quarter, slightly up. The combat manoeuvre given was "corkscrew starboard". Enemy aircraft opened fire at 400 yards range; Mid-Upper opened fire with one gun firing until he ran out of ammo. No damage to enemy aircraft observed and no damage to our aircraft.

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MEADOWS, F/L Walter Ronald (C3093) - **Mention in Despatches** - No.413 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Windsor, Ontario, 15 July 1903. Graduated from University of Saskatchewan. Draughtsman for Chicago North West Railway, 1926-1927; engineer for city of Pontiac, Michigan, 1927-1928; Department of Railway and Canals (Hudson Bay Railway), 1928 to 1937 (branch agent, office engineer, surveyor; carried out surveys for location of tracks, docks, water works, buildings and elevator plants); National Harbours Board, 1937-1938 (port manager, Churchill); T.C. German Construction, Montreal, 1938-1939 (field engineer and office engineer); E.G.M. Cape Construction, Montreal, October to December 1939 (field engineer). Wife living in Pointe du Chene, New Brunswick when decorated. Enlisted in Montreal, 16 November 1940, commissioned that date and posted to No.1 Manning Depot, Toronto. To Aero Engineer School, Montreal, 8 December 1940. Promoted Flying Officer, 15 May 1941. To No.8 SFTS, Moncton, 18 May 1941. To Embarkation Point, Halifax, 16 August 1941. To No.3 PRC,

Bournemouth, 23 August 1941. To No.413 Squadron, 12 September 1941. Attached to Burtonwood Repair Depot, 1-14 November 1941 for Aero Engine course. Promoted Flight Lieutenant, 1 March 1943. Posted from No.413 Squadron to Station Koggala, 24 December 1943. Promoted Squadron Leader, 2 February 1944. To United Kingdom, 19 August 1944. Repatriated to Canada via Rockcliffe, 29 October 1944. To No.2 Air Command, Winnipeg, 10 December 1944. To No.8 Repair Depot, Winnipeg, 18 December 1944. To Release Centre, Vancouver, 15 January 1945. Retired 3 February 1945. Died in White Rock, British Columbia, 21 October 1969, age 65 as per British Columbia Vital Statistics. He had been recommended by W/C L.H. Randall on 12 November 1943, noting that Meadows was the Squadron Engineer Officer and writing:

Flight Lieutenant Meadows joined this squadron as Engineer Officer in September 1941. While in Ceylon he has combined the duties of Station and Squadron Engineer Officer. During this difficult period when adequate spares and maintenance facilities were not available, he has shown exceptional resourcefulness and devotion to duty.

Training:

Course at Aeronautical Engineering School was 8 December 1940 to 10 May 1941. Examined in following subjects: Trade Test, Practical Fitting (26 ½ /50); Written, Practical (59/100); Oral, all subjects (158/200); Written, administration and organization (81/100); Written, theory (33 ½ / 50). "Thoroughly industrious and conscientious student. Keen, reliable and intelligent. General knowledge of Aeronautical Engineering sound. In spite of a bad stammer and apparent nervous manner, this officer inspires confidence and will do a good job in any capacity." (Illegible signature of instructor).

Assessments:

The functions of squadron maintenance has improved vastly since this officer took over. (W/C J.D. Twigg, 3 March 1942).

A conscientious engineer officer. (G/C R.L. Mills, 5 August 1943).

A good engineer officer. His health has not been good in the tropics which has probably made him appear listless. His stammer is to his disadvantage. He gets on well with his fellows and has done well as Station Engineer Officer. (G/C R.L. Mills, 8 July 1944).

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MEAGHER, FS James Marcellus (R56325) - **Distinguished Flying Medal** - No.158 Squadron - Award effective 31 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO 232/43 dated 12 February 1943. Born 9 January 1913 in Mulgrave, Nova Scotia; home there;

enlisted in Quebec, 21 June 1940. To No.2 ITS, 30 June 1940; promoted LAC, 17 August 1940 and posted that date to No.1 WS; graduated 19 January 1941 and posted to No.1 BGS; graduated and promoted Sergeant, 15 February 1941. To Embarkation Depot, 11 March 1941; to RAF overseas, 8 May 1941. Commissioned with effect from 17 September 1942 (J16504). Invested with award at Buckingham Palace 13 April 1943. Repatriated to Canada 15 November 1944. To No.3 Training Command, 8 January 1945; to No.2 ANS, 11 January 1945; to Station Mountain View, 8 July 1945; to Release Centre, 29 September 1945; released 31 October 1945. Photos PL-13624 and PL-24025 are shots of him alone. PL-15732 taken after investiture. Photo PL-34306 shows him on right with an unidentified DFC recipient. PK-34344 shows him as a Flight Lieutenant (left) with P/O R.C. Zwicker.

As wireless operator and air bomber this airman has participated in numerous sorties including several attacks on Essen. His wireless skill has been invaluable. His success as an air bomber has been achieved by untiring efforts and dogged determination to ensure that his bombs were dropped on the enemy with the most destructive effect. The calm and gallant manner in which Flight Sergeant Meagher has performed his tasks has set a splendid example.

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MEARS, F/O Julian Donaldson (J29411) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 7 July 1920 in Toronto; home in Ottawa;; enlisted there 23 September 1942 and posted to No.1 Manning Depot. To No.5 ITS, 9 January 1943; promoted LAC, 20 February 1943; to No.9 AOS, 7 April 1943. Graduated and commissioned 20 August 1943. To "Y" Depot, 3 September 1943; to United Kingdom, 12 September 1943. Promoted Flying Officer, 20 February 1944. Repatriated 9 November 1944. Retired 24 January 1945. Settled in Waterloo, Ontario. 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.3456 (RG.24 Vol.20639) has recommendation dated 19 September 1944 when he had flown 34 sorties (166 hours 40 minutes), 8 June to 9 August 1944.

Flying Officer Mears as navigator in Flying Officer Bennett's crew has demonstrated throughout his tour dogged determination, skill and devotion to duty. On every occasion this officer by his skill and ability to make full use of all available aids, guided his aircraft directly to the target.

Flying Officer Mears' high degree of courage and uncanny skill at his job have proven to be a byword within this squadron and it is recommended that in recognition he be awarded the Distinguished Flying Cross.

The sortie list was as follows:

8 June 1944 - Mayenne (6.15)

10 June 1944 - Versailles (5.40)
12 June 1944 - Cambrai (5.05)
14 June 1944 - St. Pol (4.45)
16 June 1944 - Sautrecourt (4.20)
17 June 1944 - Rouen area (4.05)
21 June 1944 - St. Martin (4.15)
4 July 1944 - Biennais (4.10)
5 July 1944 - Biennais (3.45)
6 July 1944 - Coquereaux (4.30)
12 July 1944 - Thiverny (3.50)
15 July 1944 - Nucourt (4.35)
17 July 1944 - Caen area A.1 (4.25)
20 July 1944 - Ferme de Forestel (4.00)
25 July 1944 - Stuttgart (8.30)
28 July 1944 - Hamburg (5.25)
29 July 1944 - Ange sur Seulles (4.40)
3 August 1944 - Foret de Nieppe (4.25)
4 August 1944 - Bois de Cassan (4.05)
5 August 1944 - St. Leu d'Esserent (5.10)
7 August 1944 - La Hogue (4.30)
8 August 1944 - Foret de Chantilly (5.15)
9 August 1944 - Foret de Nieppe (4.00)
10 August 1944 - La Pallice (6.40)
12 August 1944 - Foret de Montrichard (5.45)
14 August 1944 - Bons Tassisy (4.40)
16 August 1944 - Kiel (5.20)
18 August 1944 - Connantre (7.20)
3 September 1944 - Volkel (3.40)
6 September 1944 - Emden (4.40)
9 September 1944 - Le Havre (4.05)
10 September 1944 - Le Havre (4.30)
11 September 1944 - Castrop Rauxel (4.25)
12 September 1944 - Wanne Eickel (4.55)

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MEARS, F/L Thomas Cameron (J2939) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 5 May 1920 in Port Arthur, Ontario; home there (carpenter's helper); enlisted Fort William, 18 April 1940. To No.1 ITS, 24 April 1940; posted to Regina Flying Club, 23 May 1940; promoted LAC, 24 May 1940; graduated from Regina Flying Club and posted to No.1 SFTS, 20 July 1940; graduated and commissioned 18 September 1940). Retained in Canada; to Trenton on 4 November 1940; promoted Flying Officer, 6 November 1941; to No.15 SFTS, 30 April 1942; to No.7 BGS, 3 September 1942; promoted Flight Lieutenant that date. To "Y"

Depot, 28 September 1943; taken on strength of No.3 PRC, 24 October 1943. Repatriated 23 April 1945. To No.3 Air Command, 8 May 1945. To No.124 (Communications) Squadron, 17 June 1945; served with that unit to 1 October 1946. Retired 12 December 1946, settling in Ville St. Laurent, Quebec. Award Presented 22 February 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.2618 (RG.24 Vol.20627) has recommendation dated 30 March 1945 when he had flown 36 sorties (224 hours 20 minutes) between 6 October 1944 and 30 March 1945.

This officer has participated in attacks against many of the most heavily defended targets in Germany. He has always displayed a high standard of airmanship and great determination to achieve his objective. His fine fighting spirit in the face of strong enemy opposition and his unfailing devotion to duty are worthy of the highest commendation.

The sortie list was as follows:

6 October 1944 - Dortmund (6.00)
9 October 1944 - Bochum (6.20)
14 October 1944 - Duisburg (5.35)
23 October 1944 - Essen (6.20)
25 October 1944 - Homburg (5.15)
28 October 1944 - Cologne (5.45)
2 November 1944 - Dusseldorf (5.20)
4 November 1944 - Bochum (5.20)
6 November 1944 - Gelsenkirchen (4.45)
21 November 1944 - Castrop Rauxel (7.15)
27 November 1944 - Neuss (5.40)
30 November 1944 - Duisburg (6.20)
5 December 1944 - Soest (6.45)
6 December 1944 - Osnabruck (6.00)
17 December 1944 - Duisburg (6.30)
24 December 1944 - Dusseldorf (4.25)
28 December 1944 - Opladen (5.50)
13 January 1945 - Saarbrucken (7.00)
14 January 1945 - Osnabruck (6.25)
16 January 1945 - Magdeburg (6.55)
28 January 1945 - Stuttgart (7.05)
1 February 1945 - Mainz (6.35)
2 February 1945 - Wanne Eickel (6.15)
4 February 1945 - Osterfeld (5.55)
9 February 1945 - Wanne Eickel (6.10)
13 February 1945 - Bohlen (8.30)
27 February 1945 - Wesel (5.50)

2 March 1945 - Cologne (5.50)
5 March 1945 - Chemnitz (9.10)
7 March 1945 - Hemmingstedt (6.00)
8 March 1945 - Hamburg (6.05)
11 March 1945 - Essen (5.55)
12 March 1945 - Dortmund (6.35)
13 March 1945 - Wuppertal (5.40)
14 March 1945 - Zweibrucken (6.40)
15 March 1945 - Castrop Rauxel (6.20)

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MEDHURST, Corporal Albert (R83824) - **Mention in Despatches** - No.427 Squadron (AFRO gives unit as "Leeming" - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 14 September 1914. Home in Brantford, Ontario; enlisted in Toronto, 5 December 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 8 January 1941. Promoted AC1, 31 May 1941. To No.2 SFTS, 4 June 1941. Posted to Torbay, date uncertain. Promoted LAC, 31 August 1941. Promoted Corporal, 1 July 1942. To "Y" Depot, May 1943; taken on strength of RAF overseas, 15 May 1943. Repatriated 21 August 1945. Released 13 October 1945. No citation in AFRO. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded to No.6 Group HQ, 12 February 1945 when he was a Rigger in "B" Flight, No.427 Squadron. When drafted he had served 29 months in Canada, 21 months in UK.

This Corporal has displayed keenness, resourcefulness and dependability to a marked degree. On one occasion when some incendiary bombs were accidentally dropped from an aircraft, exploded and ignited on the ground, he carried on the work of extinguishing them after two superior officers had been injured by exploding fragments.

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MEDLAND, F/O Harry Delbert (J24931) - **Mention in Despatches** - No.138 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 12 October 1916 (birth date in MI.9 report). Home in Oshawa (manager, retail shoe store); enlisted in Windsor, Ontario, 28 April 1942 and posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 5 July 1942. To No.4 WS, 21 July 1942; promoted LAC, 1 September 1942; graduated 21 February 1943 and posted that date to No.2 BGS; graduated and commissioned 22 March 1943; to No.32 OTU, 2 April 1943. To "Y" Depot, 10 July 1943. To United Kingdom, 15 July 1943. Promoted Flying Officer, 22 September 1943. Repatriated 16 October 1944. Seconded to Canadian Army, 15 November 1944. To No.7 BGS, 17 January 1945. Promoted Flight Lieutenant and posted to "A", 22 March 1945. To Release Centre, 6 November 1945; retired 12 November 1945. Settled in Sarnia, Ontario. Died in Calgary, 10 November 1979 as per **Legion Magazine** of February 1980. Public

Records Office Air 2/9230 has recommendation for a Military Cross (downgraded) and refers to Interrogation Reports Nos. M.I.9/S/PG - 2387 and 2388. Cited with F/O Alfred S. Coldridge (also Mentioned in Despatches). See Coldridge for text and for MI.9 interrogation report. The specific recommendation for Medland (dated 4 November 1944) notes that he had flown 48 sorties and gives the following account of his adventures:

One night in May [1944] the aircraft in which Flying Officer Medland was Wireless Operator developed engine trouble and the crew abandoned aircraft. Shortly after landing, Flying Officer Medland contact his pilot who had sprained his ankles badly on landing and was unable to walk. Disregarding the fact that he might be captured, Flying Officer Medland assisted and carried the pilot to a wood over a mile away. After ensuring that he was concealed, he made his way to a small village where he contacted a peasant. He then went back and helped bring his pilot in to a house where he was attended by a doctor of the Maquis. Flying Officer Medland remained with his captain for about three weeks until he was well enough to travel.

Flying Officer Medland and his pilot remained with the Maquis for some time, taking part in some of their operations, i.e. blowing up trains, etc. During the time with them, however, he and his pilot made arrangements to return to this country and eventually, after several narrow escapes, succeeded.

The self-sacrifice and determined and resolute manner shown by Flying Officer Medland is exemplary and in being with the highest traditions of the service. His behaviour at all times was most commendable.

MEDLAND, F/L Harry Delbert (J24931) - **Croix de Guerre with Silver Star (France)** - Award 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:

Flight Lieutenant Medland was shot down near the French-Belgium border. He evaded capture and joined the underground forces, aiding them in forays against the enemy and in perfecting escape and evasion methods, before effecting his own return to a neutral country.

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MEDLEN, FS Jacob Baynard (Can 6585) - **British Empire Medal** - No.4 Repair Depot - Awarded 1 January 1945 as per **Canada Gazette** of that date and AFRO 89/45 dated 19 January 1945 - Born 20 December 1909 in Camborn, Cornwall, England (RCAF Press Release 4907 announcing award). Educated there. Worked prewar for Colonial Coach Lines. Enlisted 13 September 1939 in Ottawa as Aero Engine Mechanic. To No.5 (BR) Squadron, 26 September 1939. Promoted AC1, 13 March 1940; promoted LAC, 1 January 1941. Promoted Corporal, 1 June 1941. To

No.116 (BR) Squadron, 1 July 1941. To North Sydney, 18 May 1942. Promoted Sergeant, 1 July 1942. To No.117 (BR) Squadron, 31 July 1942. Returned to North Sydney, 5 August 1942. To "K", 15 December 1942. To No.117 (BR) Squadron, 22 February 1943. Promoted Flight Sergeant, 11 July 1943. To No.4 Repair Depot, 28 November 1943. To Station Shelburne, date uncertain. Award presented 14 June 1945. To No.22 Sub-Repair Depot, 22 June 1945. To Moncton, 1 October 1945. To Release Centre, 2 November 1945. Released 20 December 1945.

This non-commissioned officer's keen efforts and good judgement in the execution of his duties as head of maintenance and servicing, have had a noticeable effect on the efficiency and production in this section. His cheerfulness, enthusiasm and exceptional ability have been an inspiration to those with whom he has come in contact and have been a great source of support to his supporters. The devotion to duty of this non-commissioned officer is most praiseworthy.

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MEEK, F/O James (J37873) - **Distinguished Flying Cross** - No.150 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 1910 at Gateshead, England; home in Winnipeg (machinist). Trained at No.2 ITS, No.2 BGS and No.5 AOS. Commissioned 1943. Dates not known until repatriation and posting to No.2 Air Command, 22 August 1945. To No.8 Repair Depot, 16 October 1945. To Suffield, 24 October 1945. Served in postwar RCAF (service number 20736); to No.2 Air Command, 5 October 1946. To Winnipeg, 1 March 1947. To Northwest Air Command, 22 April 1950. To Sea Island, 23 May 1950. Released 5 July 1965. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9082 has recommendation dated 13 March 1945 when he had flown 34 sorties (212 hours), 5 October 1944 to 15 March 1945.

* denotes daylight sortie

5 October 1944 - Saarbrücken
7 October 1944 - Emmerich*
14 October 1944 - Duisburg*
14 October 1944 - Duisburg
19 October 1944 - Stuttgart
31 October 1944 - Cologne
2 November 1944 - Düsseldorf
4 November 1944 - Bochum
16 November 1944 - Düren*
21 November 1944 - Aschaffenburg
27 November 1944 - Freiburg
29 November 1944 - Dortmund*
2 December 1944 - Urft Dam*

4 December 1944 - Karlsruhe
6 December 1944 - Merseburg
22 December 1944 - Coblenz
27 December 1944 - Rheydt*
28 December 1944 - Bonn
31 December 1944 - Osterfeld
2 January 1945 - Nuremburg
5 January 1945 - Hanover
14 January 1945 - Merseburg
28 January 1945 - Stuttgart
2 February 1945 - Wiesbaden
3 February 1945 - Bottrop
7 February 1945 - Cleve
8 February 1945 - Politz
21 February 1945 - Duisburg
23 February 1945 - Pforzheim
11 March 1945 - Essen*
12 March 1945 - Dortmund*
13 March 1945 - Gelsenkirchen
15 March 1945 - Misburg

Flying Officer Meek, a Canadian Bomb Aimer, has completed 34 sorties comprising 212 hours on his first tour of operations. These operations include sorties to heavily defended targets in Germany, such as Stuttgart (two), Dortmund (two), Merseburg Leuna, Nuremburg and Hanover.

He has carried out these attacks with consistent skill and courage. Throughout his tour he has set a high example of accurate bomb aiming, cool judgement and determination in the face of strong enemy opposition which has been an inspiration to the rest of the squadron.

As deputy Bombing Leader, his leadership has contributed in no small measure to the repeated successes of the squadron, maintaining morale at a very high level, and is worthy of the highest praise. On more than one occasion, over heavily defended targets, he has made several bombing runs in order to place his bomb load on the target.

I strongly recommend this officer for the award of the Distinguished Flying Cross in recognition of his outstanding ability and his dogged determination to inflict the maximum damage on the enemy.

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MEEK, WO Richard Jack (R138466) - **Conspicuous Gallantry Medal (Flying)** - No.626 Squadron - Award effective 9 February 1944 as per **London Gazette** dated 22 February 1944 and AFRO 644/44 dated 24 March 1944. Born 28 December 1908 in Vancouver; home there (wireless engineer with British Columbia Government, 1930 onwards); member of 29th Battalion (militia), 1929-1930, Enlisted in Vancouver, 11 November 1941. To No.3 Manning Depot, 12 December 1941. To No.7 ITS, 11 April 1942; graduated and promoted LAC, 3 July 1942); to No.3 AOS, 4 July 1942; graduated and promoted Sergeant on 23 October 1942. To "Y" Depot, 7 November 1942; to RAF overseas, 22 November 1942; disembarked in Britain, 30 November 1942. To No.6 AOS, 5 March 1943. Promoted Flight Sergeant, 23 April 1943. To Wymeswood, 8 June 1943. To No.1662 Conversion Unit, 14 September 1943. Promoted WO2, 23 October 1943. To No.626 Squadron, 21 November 1943. To No.41 Base, 31 January 1944 for medical treatment, having been wounded by a night fighter attack (struck on left side of chest by fragment from a cannon shell). Commissioned 21 March 1944. To No.626 Squadron again, 1 April 1944. To No.1667 Conversion Unit, 31 July 1944. Promoted Flying Officer, 21 September 1944. Repatriated via Greenwood, 8 August 1945. To No.8 Release Centre, 17 August 1945. Released 9 October 1945. Settled in Whitehorse, Yukon after the war. Seconded from RCAF Class "E" Reserve to Canadian Army Reserve, 25 May 1948 for appointment in Rocky Mountain Rangers (TM.90379), serving to 3 April 1959. Incident occurred 30/31 January 1944, Lancaster LM584 (UM-Y2). See Alan W. Cooper, **In Action With the Enemy** (London, William Kimber, 1986). Died in Vancouver, 8 January 1995 as per **Legion Magazine** of April 1995. Cited with W.S. Breckenridge and P/O W.B.Baker (RAF).

Flying Officer Breckenridge, Pilot Officer Baker and Warrant Officer Meek were pilot, mid-upper gunner and navigator respectively of an aircraft detailed to attack Berlin one night in January 1944. Whilst over the target area, the aircraft was hit by bullets from a fighter. Much damage was sustained, the wireless operator was killed and the rear gunner was wounded. Pilot Officer Baker was also wounded, being hit in the face and rendered unconscious. Nevertheless, Flying Officer Breckenridge evaded the attacker and, displaying great determination, resumed his bombing run and successfully attacked the target. Almost immediately the bomber was again hit by machine gun fire from the enemy aircraft, which had closed in. This time, Warrant Officer Meek was severely wounded, a bullet penetrated his breast bone close to the heart and another one hit him in the shoulder. Coolly and skilfully Flying Officer Breckenridge manoeuvred his badly damaged aircraft, however, and finally evaded the attacker. By now, Pilot Officer Baker had recovered consciousness and, realizing that the aircraft was unprotected, immediately made his way to

the rear turret and manned it in spite of his physical suffering, the intense cold and the lack of oxygen. Pilot Officer Baker remained in the turret throughout the homeward flight, except for a short time when he left it to extinguish a fire which had commenced. Meanwhile Warrant Officer Meek, though desperately wounded and suffering intensely, refused to leave his post. Although deprived of practically all his navigational equipment, he plotted the route home with great skill. Eventually Flying Officer Breckenridge reached base where he effected a successful crash landing. His skill, courage and coolness in the face of heavy odds were worthy of the highest praise. Pilot Officer Baker and Warrant Officer Meek proved themselves to be valiant members of aircraft crew, displaying great courage, fortitude and devotion to duty. In spite of their injuries and much suffering they did all that was possible to assist in the safe return of the aircraft.

MEEK, P/O Richard Jack, CGM (J85486) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Presented 20 July 1947.

Since the award of the Conspicuous Gallantry Medal, Pilot Officer Meek has completed many sorties against targets in Germany, including four on Berlin. His outstanding technical skill, exceptional, efficient and gallant fortitude have won the admiration of all members of his squadron.

Public Records Office Air 2/8827 has recommendation dated 1 August 1944 when he had flown 28 sorties (144 hours 50 minutes), 16 December 1943 to 6 July 1944. The contrast between the citation (above) and the recommendation (below) is striking:

Pilot Officer Meek, a Canadian, is a Navigator who has carried out 28 operational flights against the enemy. Since the award of the Conspicuous Gallantry Medal in February 1944 he has done 22 operational flights, many of them against such distant and heavily defended targets as Berlin, Magdeburg and Friedrichshaven, the enemy capital city having been his targets on four occasions.

Pilot Officer Meek has at all times carried out his duties in a most exemplary manner, his work being of the highest order under the strongest opposition the enemy could muster. His cool, quiet disregard of personal safety and the efficiency with which he navigated his aircraft inspired his crew to the highest standard of morale they achieved, and ensured a maximum safety for his aircraft and crew.

I strongly recommend that the gallantry displayed by this officer, coupled with the high order of his technical achievements, which were an inspiration not only to his crew but to all the navigators in the squadron, be recognized by the award of the Distinguished Flying Cross.

Notes: Application for Operational Wing dated 9 July 1944 states he had flown 29 sorties (149 hours 50 minutes), 21 November 1943 to 7 July 1944.

Form on repatriation dated 14 July 1945 stated he had flown 29 sorties (171 hours 40 minutes), the last on 7 July 1944. Also 166 hours 45 minutes non-operational. Types experienced were Anson (37 hours five minutes), Halifax (25.40), Lancaster (203.00), Oxford (4.40) and Wellington (68.00)

Training: Interviewed in Vancouver, 6 September 1941 by F/O K.M. Macdonald - "Will be 33 in December. Very keen, studious type. Has taken technical courses to better himself. Now a radio operator and a keen student of astronomy and meteorology, Suitable for observer.:

Attended No.7 ITS, 11 May to 3 July 1942. Courses in Mathematics (123/150), Armament (37/50), Signals (150/150), Navigation (165/200), Visual Link (89/100), Airmanship, Theory of Flight, Engines (76/100), Drill (71/100), Law and Disciplined (88/100), Aircraft Recognition (98/100) and Anti-Gas (44/50). Placed 25th in a class of 92. "Excellent background for navigation. Steady, determined, reliable. Not brilliant but good worker and is used to responsibility."

Attended No.3 AOS. 5 July to 25 October 1942, Flew 36.25 as first navigator by day, 33.35 as second navigator by day, 17.10 as first navigator by night, 1.30 as second navigator by night. Graded in Navigation air work (472/700), Photography, air (77/100), Elements of Navigation (344/500), Magnetism and Compasses (52.5/100), Instruments (41/50), Signals, practical (100/100), Signals, written (41/50), Maps and Charts (37/50), Meteorology (73/100), Photography (48/50), Reconnaissance (68/100), and Aircraft Recognition (68/100). Was 13th in a class of 20. Average navigator. "A more mature man than the average student. Works hard for what he gets, but once gotten, he does good work."

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MEEK, FS Robert Alexander (R155027) - **Belgian Croix de Guerre 1940 with Palm** (deceased) - Awarded 17 July 1948 as per **Canada Gazette** of that date and AFRO 455/48 dated 23 July 1948. Born 10 June 1922 in Joliet, Illinois. American citizen. Educated in United States including two years of mechanical training. Worked at odd jobs including motor mechanic (one year), farming (one year) and ice cream making (two years). Enlisted in London, Ontario, 9 March 1942

(General Duties) and posted to No.1 Manning Depot. To Composite Training School, Trenton, 17 May 1942. To No.9 BGS, Mont Joli, 7 June 1942. Promoted LAC, 9 June 1942. Promoted Sergeant and qualified as Air Gunner, 23 October 1942. To RAF Training Pool, 11 December 1942. Disembarked in Britain, 18 December 1942. Promoted Flight Sergeant, 26 February 1943. At Station Eastmoor, 24 May to 15 August 1943. To No.24 OTU, 15 August 1943. To No.1664 Conversion Unit, 7 October 1943 but then posted same day to No.61 Base. To No.1659 Conversion Unit, 21 October 1943. To No.428 Squadron, 12 December 1943. To No.1664 Conversion Unit, 22 December 1943. To No.434 Squadron, 12 February 1944. Killed in action with No.434 Squadron, 27/28 April 1944 (Lancaster LL243 "U"). Buried in Holland. Also killed were F/O G.F. Maffre (RCAF, pilot), P/O V.J. Cownden (RCAF, rear gunner) and P/O G.W. Snow (RCAF, WAG). Others in crew were F/O A.G. Stacey (RCAF, navigator, survived), F/O J.E. Arscott (RAF, Bomb Aimer, fate ?) and Sergeant A.W. Fuller (RAF, Flight Engineer, fate ?).

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MEEKS, P/O Stuart Allen (C19081) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born 28 January 1909; home in Kingston, Ontario. Originally an Aircraft Hand Rigger, enlisting in Rockcliffe, 9 June 1930. Not clear when he left the service. Re-enlisted in RCAF in London, England, 13 February 1942 as Wireless Air Gunner. Promoted LAC, 1 April 1942. Commissioned 7 September 1943. Repatriated to Canada, 23 December 1943. To Mountain View, 31 January 1944. Promoted Flying Officer, 7 March 1944. To No.1 BGS, 1 May 1944. To No.9 BGS, 13 February 1945. To Trenton, 13 April 1945. To No.14 SFTS, 16 May 1945. To Release Centre, 20 September 1945. Retired 19 November 1945. Medal sent by registered mail 28 October 1948.

This officer has taken part in a large number of successful night sorties over enemy territory. He has been an exceptionally skilful air gunner and has always displayed coolness and courage in hazardous circumstances. His determination and skill in the performance of his duties have always been of the highest order.

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MEHLENBACHER, LAC Clarence Melvin (R145659) - **Mention in Despatches** - No.432 Squadron (also identified with Station Eastmoor) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 10 April 1919. Home in Selkirk, Manitoba; enlisted in Hamilton, 6 December 1941. To No.1 Manning Depot, 6 December 1941. To Technical Training School, St. Thomas, 30 December 1941 to train as Aero Engine Mechanic. Promoted AC1, 21 March 1942. To No.1 ANS, 23 March 1942. Promoted LAC, 21 June 1942. To "Y" Depot, 11 March 1943. To RAF overseas, 27 March 1943. Repatriated 5 September 5

September 1945. To No.4 Release Centre, 13 September 1945. Released 22 October 1945. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945 when he had served 15 months in Canada, 21 months overseas. Fitter IIE.

This airman has always been foremost in working hard even at the most difficult job. His cheerful acceptance of extra work and his skill in the execution of it has fostered an excellent spirit among his fellows.

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MEHR, Sergeant Leonard Melvin (R209235) - **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 27 August 1906. Home in Toronto; enlisted there 30 November 1942 as Nursing Orderly and posted to No.1 Manning Depot. To No.1 Composite Training School, 15 January 1943. To No.1 Manning Depot, 29 January 1943. To "Y" Depot, 30 April 1943. Promoted AC1, 10 May 1943. To RAF, 15 May 1943; promoted Corporal, 1 September 1943; promoted Sergeant, 1 April 1944. Repatriated 29 January 1946. Retired 8 March 1946.

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MEILLEUR, P/O Joseph Armand Francois (J17536) - **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 8 October 1921 in Montreal; home there; enlisted there 19 June 1941. Granted Leave Without Pay until 7 July 1941 when posted to No.4 Manning Depot. To No.1 WS, 13 September 1941; to No.9 BGS, 28 February 1942; graduated and promoted Sergeant, 30 March 1942; to "Y" Depot, 31 March 1942; to RAF overseas, 30 April 1942. Promoted Flight Sergeant, 30 July 1942; promoted WO2, 30 March 1943. Commissioned 24 April 1943. Promoted Flying Officer, 24 October 1943. Repatriated 19 August 1944; released 23 January 1945. 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-25545L shows P/O J.R. Racette; PL-25545R shows F/O J.A.F. Meilleur. Award presented 22 June 1945. Appears to have had some Primary Reserve status, 30 July 1958 (54950). Died 18 November 1966 as per DVA letter of 26 January 1967.

Pilot Officer Meilleur has taken part in raids against some of the most heavily defended targets in Germany and Italy. As wireless operator air gunner he has displayed great courage and skill and has at all times co-operated in the highest possible degree with the other members of his crew.

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MELBOURNE, F/O Frederick Earl (J41634) - **Distinguished Flying Cross** - No.692 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born in Ottawa, 22 June 1921; home there (student); enlisted there 15 September 1939 as a Clerk. At No.22 (M) Depot as of 6 January 1940. Promoted AC1, 1 April 1940; promoted LAC, 15 June 1940. Promoted Corporal, 1 October 1940. To AFHQ, Ottawa, 29 March 1941. Promoted Sergeant, 1 July 1941. Promoted Flight Sergeant, 1 June 1942. Remustered to aircrew, 20 February 1943 when posted to No.1 ITS; to No.7 EFTS, 1 May 1943; ceased training and posted to No.1 Manning Depot, 28 May 1943; to Mountain View, 10 July 1943; to No.8 AOS, 18 September 1943; commissioned 11 February 1944; posted on 25 February 1944 to No.1 Aircrew Graduate Training School; taken on strength of No.3 PRC, Bournemouth, 25 May 1944. Promoted Flying Officer, 11 August 1944. Repatriated 29 July 1945; to No.1 Air Command, 4 September 1945; to No.6 OTU, 22 November 1945; to Prince Rupert, 24 January 1946; to Western Air Command Headquarters, 31 October 1946. Released 24 November 1946. Medal presented 1 December 1948. Died 21 April 1989 in Kelowna, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1989. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8772 has recommendation dated 19 May 1945 when he had flown 49 sorties (199 hours) as follows:

4 November 1944 - Hanover
6 November 1944 - Stuttgart
28 November 1944 - Nuremburg
29 November 1944 - Hanover
1 December 1944 - Karlsruhe
4 December 1944 - Hagen
7 December 1944 - Cologne
11 December 1944 - Hanover
12 December 1944 - Osnabruck
15 December 1944 - Hanover
18 December 1944 - Nuremburg
23 December 1944 - Limburg
1 January 1945 - Hanover
2 January 1945 - Berlin
6 January 1945 - Berlin
15 January 1945 - Berlin
28 January 1945 - Berlin

1 February 1945 - Berlin
2 February 1945 - Magdeburg
8 February 1945 - Mainz
11 February 1945 - Hanover
12 February 1945 - Stuttgart
14 February 1945 - Osnabruck
21 February 1945 - Berlin
22 February 1945 - Berlin
25 February 1945 - Berlin
28 February 1945 - Berlin
1 March 1945 - Erfurt
3 March 1945 - Berlin
4 March 1945 - Essen
7 March 1945 - Berlin
18 March 1945 - Berlin
21 March 1945 - Berlin
24 March 1945 - Berlin
27 March 1945 - Berlin
31 March 1945 - Berlin
3 April 1945 - Magdeburg
4 April 1945 - Berlin
10 April 1945 - Plaven
11 April 1945 - Berlin
14 April 1945 - Hamburg
16 April 1945 - Berlin
17 April 1945 - Munich
19 April 1945 - Berlin
20 April 1945 - Berlin
22 April 1945 - Kiel
25 April 1945 - Munich
26 April 1945 - Munich
3 May 1945 - Kiel

As navigator and bomb aimer, this officer has participated in a large number of sorties including 21 attacks on Berlin. Flying Officer Melbourne is a skilful and courageous navigator who has set a high standard at his work both in the air and on the ground. As bomb aimer he has shown the utmost determination to bomb accurately all his targets, often in the face of bitter opposition. For his skill, courage and devotion to duty he is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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MELIA, LAC John Francois (R110701) - **Mention in Despatches** - No.428 Squadron (No.64 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 21 February 1913. Home in St.Boniface, Manitoba; enlisted in Winnipeg, 19 June 1941 and posted to No.1 Manning Depot.. To No.14 SFTS, 14 July 1941. To technical Training School, St. Thomas for Aero Engine Mechanic training, 22 August 1941. Promoted AC1, 27 December 1941. To No.8 BGS, 1 January 1942. Promoted LAC, 1 April 1942. To "Y" Depot, 5 February 1943; to RAF overseas, 2 March 1943. Repatriated to Canada with No.419 Squadron, 11 June 1945. To Halifax, 5 June 1945, apparently to prepare for Tiger Force. To No.5 Release Centre, 30 August 1945. Released 4 September 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation dated 22 June 1944 (for a BEM); he was with No.428 Squadron and W/C W.A.G. McLeish composed the recommendation.

LAC Melia was in charge of the groundcrew of one of his unit's aircraft. The serviceability of this aircraft was maintained at the maximum at all times despite inclement weather and adverse conditions. It is considered that the efforts of LAC Melia contributed to a major degree to the longevity of the aircraft, which flew 45 sorties including many major targets, and to the efficiency of the unit as a whole.

RCAF Press Release No.4537 dated 17 April 1944 from P/O Fred Jackson (transcribed by Huguette Oates), associated with photos UK 9658, 9659,9660,9661,9662,9663, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- X-Ray rates as the champion aircraft of the Ghost squadron and the credit for the best bit of work ever turned in by a Halifax of the squadron headed by Wing Commander Dave French, 110 Province Street South, Hamilton, Ontario, goes to a ground crew staff that just about lives out by the giant aircraft's parking place.

Up to the time of writing X-Ray had been on 34 operations without a turnback, had no non-starts and still had her original four engines and the same tires that it started out on its series of missions. "There's never been the slightest trouble with the aircraft," said F/O Al. Lawrence of Rexton, New Brunswick, flight engineer for F/O Norm Brown, Fort Q'Appelle, Saskatchewan, who is the regular captain of X-Ray. "Those fellows really have it functioning 100 per cent."

As far as the ground crew is concerned, they figure it's their aircraft. They take a personal pride in the big Halifax and will work 24 hours a day if necessary to

make sure that it's in perfect running order when it's time for takeoff. "You sort of get that way about them," said LAC Frank Melia of Norwood, Winnipeg, one of the fitters. "Sometimes the crews change and somebody else takes her out and we don't like that so much because we know how well F/O Brown and his crew look after her. One of us sleeps in the hut every night and we always wait up for her to come home. We wouldn't feel right if we didn't."

Melia was an apprentice mechanic with Starrett airways back in Winnipeg before the war. He is rated as an outstanding fitter not only by his ground crew mates but by the entire squadron, LAC Wallace Martin, Bobcaygeon, Ontario, aircraftman Syd. Nowa, 166 Frill Street, Ottawa, Ontario, aircraftman Harvey Peterson, Kelvington, Saskatchewan, and Sergeant Jim McMillan, Alexandria, Ontario, in charge of the crew are the other fitters. Riggers on the X-Ray ground crew are LAC Jack Hemming, 1152 Algoma Avenue, Moose Jaw, Saskatchewan, and LAC Jim MacDonell of Erindale, Ontario.

The aircraft has had some major targets to contend with during its run of 34 without a turnback. It has been over Berlin six times during that series and also to Leipzig and Frankfurt. "We've never had an aircraft like it," declared W/C French. "We are proud of it but more so of the ground crew. They have done a magnificent job."

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MELLARD, F/O James Victor (J38282) - **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 29 February 1920 in Hamilton, Ontario; home there (clerk); enlisted there 2 September 1942. Granted Leave Without Pay until 30 September 1942 when posted to No.1 Manning Depot, Toronto. To No.14 SFTS, Aylmer (guard duty), 28 December 1942; to No.3 ITS, Victoriaville, 3 April 1943; graduated and promoted LAC, 11 June 1943 but not posted away until 26 June 1943 to No.1 BGS, Jarvis; posted on 2 October 1943 to No..4 AOS, London; graduated and commissioned 17 November 1943; to "Y" Depot, 1 December 1943; to No.3 Aircrew Graduate Training School, Trois Rivieres, 17 January 1944; to No.1 Aircrew Graduate Training School, Maitland, 1 February 1944; to "Y" Depot, 17 February 1944. Embarked from Halifax, 30 March 1944. Disembarked in Britain, 7 April 1944. To No.10 (Observer) AFU, 2 May 1944. Promoted Flying Officer, 7 May 1944. To No.22 OTU, 30 May 1944. To No.61 Base, 23 August 1944. Attached to Dalton Battle School, 23 August to 4 September 1944. Attached to No.1659 Conversion Unit, 4 September to 16 October 1944. To No.415 Squadron, 16 October 1944. To No.405 Squadron, 9 January 1945. Repatriated with No.405 Squadron, 17 June 1945. To No.2 Air Command, 15 August 1945; to No.4 Release

Centre, 11 September 1945; retired 24 September 1945. Died in Toronto, 17 April 1968. Award presented in Hamilton, 27 July 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8750 has recommendation dated 20 April 1945 when he had flown 39 sorties (229 hours 15 minutes), 25 October 1944 to 17 April 1945.

25 October 1944 - Homberg (5.30)
28 October 1944 - Cologne (5.30)
30 October 1944 - Cologne (6.40)
1 November 1944 - Oberhausen (5.40)
2 November 1944 - Dusseldorf (5.50)
4 November 1944 - Bochum (5.45)
6 November 1944 - Gelsenkirchen (5.00)
16 November 1944 - Julich (5.15)
18 November 1944 - Munster (6.35)
4 December 1944 - Karlsruhe (7.00)
5 December 1944 - Soest (6.50)
6 December 1944 - Osnabruck (5.55)
17 December 1944 - Duisburg (6.30)
24 December 1944 - Dusseldorf (4.20)
28 December 1944 - Opladen (6.00)
29 December 1944 - Troisdorf (6.45)
30 December 1944 - Kolnkalt (6.30)
2 January 1945 - Ludwigshaven (7.35)
5 January 1945 - Hannover (5.35)
6 January 1945 - Hannau (7.25)
14 February 1945 - Chemnitz (7.05)
20 February 1945 - Dortmund (4.45)
21 February 1945 - Duisburg (4.25)
23 February 1945 - Essen (4.05)
24 February 1945 - Kamen (4.15)
1 March 1945 - Mannheim (5.05)
5 March 1945 - Chemnitz (7.35)
7 March 1945 - Dessau (8.40)
8 March 1945 - Hamburg (5.35)
11 March 1945 - Essen (4.25)
12 March 1945 - Dortmund (4.35)
14 March 1945 - Zweibrucken (5.05)
15 March 1945 - Misburg (6.20)

16 March 1945 - Nuremburg (6.50)
19 March 1945 - Witten (5.00)
21 March 1945 - Hemmingstadt (5.05)
22 March 1945 - Hildesheim (4.40)
14 April 1945 - Potsdam (7.20)
17 April 1945 - Schwandorf (6.30)

Flying Officer Mellard as a member of a highly successful crew has participated in attacks against such heavily defended targets as Essen, Dortmund and Hamburg, and has proved himself to be a Bomb Aimer of exceptional ability.

This officer has always fulfilled the specialized tasks assigned to him in an exemplary manner, and in spite of all opposition has always shown courage and keenness of the highest standard.

Notes: Assessed 18 January 1945 by W/C F.W. Ball, No.415 Squadron, when he had flown 415 hours (129.45 in past six months). "An outstanding Air Bomber, keen on operational flying and took a most keen interest in his Section and Squadron duties,"

Assessed 5 June 1945 by S/L J.F. Roberts, No.405 Squadron, when he had flown 612 hours 35 minutes (285 in past six months) - "A steady worker. Very cooperative."

Application for Operational Wing dated 23 August 1945 states he had flown 20 sorties with No.415 Squadron (122 hours ten minutes, 25 October 1944 to 6 January 1945) and 17 with No.405 Squadron (93 hours 15 minutes, 14 February to 23 March 1945). Elsewhere he lists his sorties with No.405 Squadron to include one on 25 April 1945 (Wangerooze, 3.40), followed by three non-combat sorties - 1 May 1945 (The Hague), 7 May 1945 (Rotterdam) and 9 May 1945 (Lubeck, likely a POW evacuation flight).

Training: Attended No.3 ITS, 5 April to 11 June 1943. Courses in Mathematics (84/100), Armament, written (45/50), Armament, practical (38/50), Signals, buzzer and lam (142/150), Navigation (91/150), Airmanship, Theory of Flight, Engines (64/100), Drill (71/100). Law and Discipline (66/100), Meteorology (43/50), Aircraft Recognition (86/100) and Anti-Gas (31/50). Placed 37th in a class of 115. "Slow talker and thinker. Personality and motivation fair, Tries to give a good account of himself."

Attended No.1 BGS, 12 July to 1 October 1943. Day flying was 24.50 on bombing and 10.45 on gunnery (Anson and Bolingbroke). Night flying was 3.05 (Anson, bombing). Dropped 70 bombs by day and 19 by night. Fired 400 rounds air-to-ground and 2,400 air-to-air. Spent 12 hours 15 minutes in turret manipulation. Graded in Bombing, written (268/300), Bombing, oral (185/200), Gunnery, oral (80/100), Gunnery, practical (178/200) and Ship and Aircraft

Recognition (86/100)

Attended No.4 AOS, 4 October to 17 November 1943. Anson aircraft - 22.25 day navigation, 17.30 night navigation and 5.20 other. In the air graded in Air Navigation, day (162/200), Air Navigation, night (159/200), Bombing (203/300) and Photography (212/300). On ground graded in Air Navigation Elements (148/200), Aircraft Recognition (250/250), Signals, practical (250/250), Reconnaissance (112/150) and Photography (138/150). "A good conscientious type."

Attended No.10 (Observer) AFU, 3-31 May 1944. Anson aircraft - by day flew 7.15 on Bombing and 24.10 on Combined Exercises. By night flew 11.35 on Combined Exercises. Dropped 27 bombs. Took part in three night infra-red exercises, Of the Combined Exercises he was described thus - "Willing map reader who although needing practice should always show improvement as he is keen. Good co-operation."

Attended No.22 OTU, 30 May to 12 August 1944. Wellington aircraft - 48.30 day and 35.40 night. Dropped 76 bombs. Took part in six day and three night cross-countries and one night Bullseye. "Conscientious in his work, and is generally a good average bomb aimer. His bombing exercises were not very good, but improved in stick bombing, Good crew cooperation."

At No.1659 Conversion Unit flew 34 hours 55 minutes. Used GEE 12 hours in the air and eleven hours on the ground. Was in AMBT simulator one hour. Used H2S six hours in air and trained 18.30 on ground. "Very keen and efficient bomb aimer on the ground. His air work is above average and works well in close cooperation with navigator and rest of crew."

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MELLIN, Sergeant Arthur Alured (R110157) - **Distinguished Flying Medal** - No.419 Squadron - Award effective 21 April 1943 as per **London Gazette** dated 23 April 1943 and AFRO 985/43 dated 28 May 1943. Born 6 December 1917 in Duncan, British Columbia. Former bank employee; enlisted in Vancouver, 24 June 1941 and posted to No.2 Manning Depot. To No.2 BGS, 5 August 1941 (guard duty). To No.2 ITS, 1 September 1941; graduated and promoted LAC, 9 October 1941; posted that date to No.15 EFTS. Ceased training and posted elsewhere, 28 October 1941; to No.3 AOS, 5 February 1942; graduated 14 March 1942 when posted to No.2 BGS; graduated 25 April 1942 when posted to No.1 CNS; graduated and promoted Sergeant, 25 May 1942. To "Y" Depot, 21 June 1942. To RAF overseas, 14 July 1942. Further trained in North Wales. Incident described took place on 27 February 1943. Hospitalized in England until August. Repatriated to Canada 28 August 1943 where treatment continued at Rockcliffe and Shaunnassy Hospital, Vancouver (on strength of Western Air Command from 2 October 1943 onwards). Returned to duty, February 1944 as Navigation Officer, Western Air

Command, but when grounded for medical reasons he remustered to Flying Control, 19 August 1944, serving at Rockcliffe and Abbotsford (on strength of No.5 OTU from 10 December 1944 to 10 September 1945). Released 28 September 1945. See **Field of Honour** (Bank of Montreal, c.1950). Medal presented 27 June 1947. Died in Nanaimo, 16 May 1998.

One night in February 1943, this airman was the navigator of an aircraft detailed for a mine-laying mission off the Frisian Islands. In the course of the operation an enemy fighter engaged the aircraft raking its fuselage with machine-gun fire. The flight engineer and the rear gunner were killed while Sergeant Mellin was hit in the leg by a bullet which caused a compound fracture to the fibia and tibia bones. Despite the severity of his injuries, this airman assumed the duties of the flight engineer, while other members of the crew were quelling flames which had broken out in the bomber. He afterwards returned to his navigational duties, proving of great assistance to his pilot who flew the damaged aircraft to an airfield in this country. Although he had lost much blood and was in intense pain, it was only when the aircraft was about to be landed that Sergeant Mellin would consent to leave his post. His exemplary conduct and great fortitude were worthy of the highest praise.

NOTE: Ian Tavender records, in **The Distinguished Flying Medal Register for the Second World War** (London, Savannah Publications, 2000) the following recommendation from Public Record Office Air 2/4956, drafted 30 March 1943 when he had flown two sorties (nine hours 40 minutes).

On the night of 27th/28th February 1943, Sergeant Mellin was the navigator of a crew detailed to carry out mining operations in the vicinity of the Frisian Islands. One mine had been dropped when the aircraft was suddenly attacked from the rear and below by an enemy aircraft. The flight engineer and the rear gunner were killed instantly by cannon and machine gun fire which raked the whole length of the fuselage. At the same time Sergeant Mellin was struck on the left leg by a cannon shell, suffering in consequence compound fractures of the fibia and tibia. Fire broke out in the bomb bays and while this was being extinguished by the other members of the crew, Sergeant Mellin took over the Flight Engineer's duties and occupied himself in checking the petrol gauges, etc. He then returned to his navigational duties and succeeded in obtaining a D.R. position without the aid of Gee, proving of great assistance to his pilot who flew the damaged aircraft to an airfield in this country. Although he had lost much blood and was in intense pain, it was only when the aircraft was about to be landed that Sergeant Mellin would consent to leave his which had been put out of action. The D.R. position put the aircraft in the vicinity of the Wash and

the Navigator then set course for RAF Station Coltishall. His E.T.A. at coast and aerodrome were accurate to within one minute. Only when the aircraft had reached the aerodrome and was about to land did Sergeant Mullin accept assistance when he was helped back to the rest position. In spite of the fact that he had lost a large quantity of blood and had suffered a compound fracture of the fibula and tibia, Sergeant Mellin at no time made any complaint but carried on with his task of getting the aircraft back to the nearest aerodrome. This Non-Commissioned Officer's tenacity, skill and courage in ignoring his own injuries were undoubtedly responsible for bringing the aircraft safely back and I consider that this feat fully merits the immediate award of the Distinguished Flying Medal.

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MELLIS, Sergeant Andrew Innes (R2083A) - **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 in Winnipeg, 23 May 1911. Home in Abbotsford, British Columbia. Joined No.11 (Army Cooperation) Squadron, 6 December 1934 as motor transport mechanic but failed to attend parades following a motor car accident and was released 23 February 1937. Enlisted in Vancouver, 25 June 1940 as Aero Engine Mechanic. To Station Vancouver, 10 August 1940; to St. Thomas, 8 October 1940. Promoted AC1, 8 March 1941. To No.2 BGS, 12 March 1941. Promoted LAC, 1 July 1941. To "Y" Depot, 9 March 1942; to RAF overseas, 30 April 1942. Disembarked in Britain, 13 May 1942. To No.405 Squadron, 12 June 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 October 1943 on posting to No.433 Squadron. To Station Leeming, 6 December 1943 for service with No.9433 Servicing Echelon. To No.63 Base, 9 September 1944. Attended Rolls Royce course, 13-29 January 1945. Repatriated 13 June 1945 and assigned to Tiger Force preparations. To Greenwood, 27 September 1945. To No.9 (Transport) Group, 13 February 1946. To No.124 (Ferry) Squadron, 21 February 1946. To No.164 Squadron Detachment, Winnipeg, 24 July 1946 (which became No.435 Squadron). Reverted to Corporal in postwar air force as of 1 October 1946 (number 20810). Promoted Sergeant, 1 October 1949. To No.2 Technical Training School, Camp Borden, 10 June 1952. Promoted Flight Sergeant, 1 April 1953. Promoted WO2, 1 April 1957. To Station Gimli, 22 June 1957. To No.115 Air Transport Unit, El Arish, 20 April 1959. Returned to Gimli, 9 March 1960. Died in Vancouver, 9 September 1966 as per British Columbia Vital Statistics. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ when he had served 23 months in Canada, 32 months overseas.

This NCO has exceptional qualities of leadership. For the last year, he has had to assume a Flight Sergeant's responsibilities and has discharged them in commendable manner. When operational necessity demanded it, he has

worked for thirty-six hours without ceasing. This quality of not leaving a job until it is satisfactorily completed has been the driving influence of his section.

His high reputation followed him into the postwar RCAF as the following assessment excerpts indicate:

Corporal Mellis is the quiet, confident and efficient type who is respected by all his subordinates. The manner in which he handles his section and the quality of the work turned out indicates the thorough knowledge he has in his trade and his capabilities as a leader. His secondary duty of NCO in charge Maintenance Control Room has shown an outstanding ability in Service knowledge and as an administrator. He is strongly recommended for promotion to the rank of Sergeant. (F/L W.H. Smith, No.435 Squadron, 24 June 1949).

Sergeant Mellis is NCO in charge Engine Shop at this unit. He is a practical man, very capable, very reliable. He has a jovial, easy-going disposition and commands respect by setting the example. He is recommended for promotion to Flight Sergeant (F/L C.J. Evans, No.435 Squadron, 24 October 1951).

WO2 Mellis has filled two positions on this unit since his arrival, that of Technical Service Officer and Unit Warrant Officer; both of these he has carried out in a most efficient manner. He sections under him as TSO have all shown remarkable improvement both in appearance and in the service they perform. This is undoubtedly due to WO2 Mellis' past experience and his fine knowledge of the technical field. As Unit Warrant Officer he has displayed a keenness to improve conditions on this unit, quite often under very difficult conditions, and at this time it is possible to notice these changes which has improved discipline and morale greatly. WO2 Mellis has set a fine example of a Warrant Officer with a fine service history and sets a good example to all those he comes in contact with. (F/O P.S. Perry, No.115 ATU, 30 September 1959).

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MELLISH, FS (now WO2) Henry Herbert Mellich (Can 11578) - **British Empire Medal** - No.11 Aeronautical Inspection District - Awarded 1 January 1945 as per **Canada Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 9 February 1916 at Union Road, King's County, Prince Edward Island (RCAF Press Release 4907 announcing award). Educated there and Prince of Wales College. Enlisted in Halifax, 15 August 1939. Medal presented, 22 June 1945. Retired from the service, 23 December 1971 (11578).

This non-commissioned officer, throughout an extensive career with the Royal Canadian Air Force, has at all times displayed an exemplary attitude in all he undertakes and has set a very high standard of efficiency and devotion to duty. By his fine example he has helped to maintain discipline and efficiency in his juniors. He is understanding in the way he subordinates all other activities to those demanded in a whole-hearted war effort and at the same time is wholly co-operative with seniors and juniors.

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MELLOR, FS Joseph William Howard (R82862) - **British Empire Medal** - No.13 EFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 7 April 1909. Home in Ottawa; enlisted there 10 February 1941 for General Duties and posted to No.2 Manning Depot. To No.3 Repair Depot, 10 March 1941. Promoted AC1, 10 May 1941. Promoted LAC, 10 August 1941. Promoted Corporal, 1 November 1941. To "B", 3 November 1941. Promoted Sergeant, 1 April 1942. Reclassified as Canteen Steward, 1 August 1942. Promoted Flight Sergeant, 1 April 1943. To Boundary Bay, 23 April 1943. To No.32 OTU, 13 May 1944. To No.6 OTU, 31 May 1944. To No.19 SFTS, 4 April 1945; to No.13 EFTS, 2 May 1945. To No.3 Release Centre, 4 September 1945. Discharged 10 September 1945. Presented by Governor General, 9 December 1947.

This non-commissioned officer, since the opening of this unit a year and a half ago, has operated the Central Warehouse. The shortage of staff has made it necessary throughout this period for this non-commissioned officer to work many hours over and above his normal duty. He has at all times been most conscientious. His keenness has made possible the smooth and efficient operation of all canteens and messes. His example has gained high esteem amongst all personnel and has contributed in a large degree to the morale of the unit.

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MELLOWS, Corporal Sylvia Lucy (W311868) - **British Empire Medal** - No.5 OTU - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Victoria; enlisted in Vancouver, 29 March 1943 and posted to No.7 Manning Depot. To No.3 Repair Depot, 3 June 1943. Promoted AW1, 29 June 1943. To No.2 GH, 9 July 1943. Promoted LAW, 1 January 1944. To Boundary Bay, 15 March 1944. To No.5 OTU, 31 March 1944. Promoted Corporal, 1 October 1944.. To No.8 Release Centre, 3 October 1945; discharged 10 October 1945. She appears to have been enlisted under the name "Cunningham" (subsequently married).

This non-commissioned officer has been employed as a clerk stenographer in the orderly room of the Training Wing since the inception of this unit. During the period of organization she has worked long and arduously in a valiant effort to keep her phase of the work up to date. By her devotion to her duties, which have been carried out in a cheerful and conscientious manner, this airwoman has set an excellent example to her fellow workers, which has had a most beneficial effect in the section.

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MELLSTROM, F/O Melborn Leslie (J18414) - **Distinguished Flying Cross** - No.405 Squadron (deceased) - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 1 April 1914 in Red Deer, Alberta; home in Calgary (wife there). Worked at farming, oil trucking, and for three years before enlistment he was a taxi driver. Enlisted in Calgary, 3 November 1941 for General Duties and posted that date to No.3 Manning Depot, Edmonton. To No.10 Repair Depot, Calgary, 5 December 1941. Promoted AC1, 3 February 1942. Promoted LAC, 3 May 1942. Remustered to Radio Telephone Operator, 19 September 1942. To "Y" Depot, Halifax, 20 September 1942. Embarked from Canada, 27 October 1942. Disembarked in Britain, 5 November 1942. To No.1 Signal School, 9 December 1942. To No.418 Squadron, Bradwell Bay, 10 February 1943. To Topcliffe, 24 April 1943. Remustered to Air Gunner, 17 June 1943. To No.14 Initial Training Wing, 3 July 1943. To No.2 AGS, 7 August 1943. Commissioned 19 September 1943. To No.23 OTU, 21 September 1943. To No.61 Base, Topcliffe, 14 November 1943; assigned to No.1664 Conversion Unit, 19 November 1943. To No.424 Squadron, 28 December 1943. Promoted Flying Officer, 19 March 1944. To No.405 Squadron, 21 September 1944. Killed in action 10 April 1945 (Lancaster ME315) during a daylight raid on Leipzig; he was rear gunner and enemy fighter attack shot away turret, rudder and elevators. Medal presented to next-of-kin at Government House, 7 November 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9070 has recommendation dated 20 February 1945 when he had flown 44 sorties (233 hours 15 minutes), 20 February 1944 to 13 February 1945.

* denotes operation counted as 1/3 sortie

20 February 1944 - Stuttgart (7.05)

6 March 1944 - Trappes (5.50)*

7 March 1944 - Le Mans (5.45)*

15 March 1944 - Stuttgart (8.00)

18 March 1944 - Frankfurt (6.00)

22 March 1944 - GARDENING (6.15)
26 March 1944 - Essen (5.30)
30 March 1944 - Nuremburg (9.00)
18 April 1944 - Noisy-le-Sec (5.15)*
24 May 1944 - Aachen (4.15)
27 May 1944 - Bourg Leopold (5.30)
31 May 1944 - Cherbourg (4.25)
5 June 1944 - Houlgate (4.45)
6 June 1944 - Conde sur Noireau (6.10)
24 June 1944 - Bonnetot (4.00)
28 June 1944 - Metz (7.15)
4 July 1944 - Villeneuve-St.George (5.55)
23 July 1944 - Longues (6.10)
25 July 1944 - Stuttgart (8.35)
31 July 1944 - Foret de Croc (3.55)
5 August 1944 - St.Leu d'Esserant (4.30)
7 August 1944 - La Hogue (4.20)
25 August 1944 - Point Robert (5.00)
30 September 1944 - Bottrop (3.10)
5 October 1944 - Saarbrucken (4.30)
6 October 1944 - Sterkrade (3.05)
23 October 1944 - Essen (4.45)
25 October 1944 - Homberg (3.40)
28 October 1944 - Walcheran (2.10)
31 October 1944 - Cologne (4.05)
2 November 1944 - Dusseldorf (3.55)
4 November 1944 - Bochum (3.25)
9 November 1944 - Wanne Eickel (4.10)
18 November 1944 - Wanne Eickel (4.30)
2 December 1944 - Hagen (5.43)
4 December 1944 - Erft Dam (4.15)
6 December 1944 - Merseberg (6.10)
18 December 1944 - Duisburg (3.55)
28 December 1944 - Bonn (4.13)
29 December 1944 - Schloven (4.45)
31 December 1944 - Cologne (4.08)
5 January 1945 - Royan (5.00)
22 January 1945 - Duisburg (3.45)
1 February 1945 - Mannheim (5.14)
2 February 1945 - Wanne Eickel (3.35)
13 February 1945 - Dresden (7.40)

Flying Officer Mellstrom is a very keen and excellent Air Gunner who has attacked some of the most difficult targets in Germany, including Stuttgart, Frankfurt, Essen and Cologne. His skill, devotion to duty and his ability to size up a difficult situation quickly, makes him a very valuable crew member. On the ground, his personality and keenness are an inspiration to the less experienced Air Gunners.

NOTE: On 11 April 1945, No.405 Squadron filed a report respecting his loss, as follows:

On the afternoon of 10th April 1945, Lancaster aircraft "K", ME315 of No.405 (RCAF) Squadron was detailed to attack Leipzig, The time of take off was approximately 1441 hours on 10.4.45 and the crew were as follows:

C.1639 S/L C.H. Mussells - pilot
188493 P/O E.L. Tempest - Nav/Plot
188718 P/O P. Young - Nav/Set/Opr.
R.178080 WO2 J.L. Larrimore - W/Air
J86847 F/O R.T. Dale - M/U/Gunner
C.18414 F/L M.L. Mellstrum - R/Gunner
185424 P/O C. Ryan - F/Engineer
154601 F/O J.P. Dooley - Visual/Air/B.

In the target area, immediately following release of T.I.'s, Lancaster aircraft "K" ME315 was attacked by an enemy fighter, ME.163. The attacking aircraft approached from the rear and above, and with one burst completely shot away the rear turret, rudder and elevator. Damage was also caused to the H2S set and mid-upper turret. The rear gunner, F/L Mellstrom, was in his turret when the attack commenced and is believed killed. This Officer is missing, no further information available. A number of Mustangs who were acting as fighter escort moved in closer to the disabled aircraft and covered it until it reached the front lines. The pilot, due to the fact that he had only partial control of the aircraft, ordered the W/Air, Nav, B/A and V/B/A to bale out over RAF Station, Woodbridge. Had not the M/U/G been injured the whole crew would have baled out. The pilot was successful in making a reasonable landing at RAF Station Woodbridge. All members of this crew, with the exception of the rear gunner, are back at this unit.

Curiously, Mellstrum was buried by British POWs as reported on 24 June 1945 by 1098208 Gunner Robert David Williams, 11th (HAC) Regiment, Royal Horse Artillery. He was then at

Stalag IVG at Engelsdorf and the Chaplain had asked him to preside at the burial of a British POW soldier killed by an air raid (a man named Gregory) plus an airman found by the Germans. Gunner Williams asked about the identity of the airman after the service, and this was duly provided some hours later. He passed this information to British officers after liberation. His description of the burial is striking:

The burial took place in the evening of the 13th of April at the cemetery of a Luthren Evangelical Church (the only one in the place) at Engelsdorf. Engelsdorf is situated about ten kilometres to the east of Leipzig. The bearers and all the burial party were from Lager 29. The men were under the command of Lance Sergeant Frank Cole. They slow-marched from outside the mortuary to the grave. The coffins were draped with the Union Jack. They were lowered into the grave simultaneously by two different parties. After the service the men saluted. The Germans were unable to supply the usual firing party as the Americans were just outside Leipzig and the guns could be heard constantly. We ourselves were evacuated by the Germans at 3 a.m. the following day.

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MELOSHE, Senior Supervisor Francis P. (Z101) - **Member, Order of the British Empire** - RCAF Overseas Headquarters (Auxiliary Service, Knights of Columbus) - AWARD IN CIVIL DIVISION - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Presented 22 November 1948. No biographical details other than what was in his obituary. Born in Glenelg Township, Ontario. Worked 32 years for Texaco Canada. Died in Ottawa, 26 January 2003 "in his 89th year". No citation.

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MELTON, FS John Earl (R60410) - **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 27 July 1915. Home in Calgary; enlisted there 3 September 1940 as Instrument Repair Technician. To Technical Training School, St. Thomas, 25 October 1940. Promoted AC1, 16 March 1941; to No.2 Equipment Depot, 19 March 1941; promoted LAC, 15 June 1941. To Calgary, 15 September 1941. To "Y" Depot, 2 January 1942. To RAF overseas, 17 February 1942. Promoted Sergeant, 1 January 1943. Repatriated 7 August 1945. To No.7 Release Centre, 7 August 1945. Released 14 August 1945. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ when he had served 18 months in Canada, 35 months overseas.

This NCO has been in charge of the Instrument Section at this Station. During

that time he has displayed much resourcefulness and energy in generally improving the efficiency of the Section. By a thorough knowledge of equipment procedure and close supervision, he built up an adequate stock of spare parts and tools. He has shown considerable ingenuity in improving the instrument calibration room, also in equipping the oxygen and nitrogen charging tenders. At the same time he has, by reason of his own technical skill, generally raised the quality of work of the airmen under him.

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MENAU, F/O Arthur (J13695) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 27 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 7 August 1914 in Lindsay, Ontario; home there; enlisted in Toronto, 20 August 1941. To No.1 Manning Depot, 1 October 1941. To No.1 ITS, 21 December 1941; graduated and promoted LAC, 28 February 1942; posted that date to No.1 EFTS; may have graduated 24 April 1942 but not posted to No.5 SFTS until 8 May 1942; graduated and commissioned 28 August 1942. To No.31 GRS, 25 September 1942. To "Y" Depot, 14 December 1942; to RAF overseas, 2 February 1943. Promoted Flying Officer, 28 February 1943. Promoted Flight Lieutenant, 28 August 1944. Repatriated 4 September 1945; retired 15 December 1945. Cited with F/O John Tomes (RCAF navigator, awarded DFC). Presented 14 June 1949. Died 21 November 1994 in Lindsay, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March 1995.

As pilot and observer respectively, these officers have completed a very large number of sorties and have displayed great skill, courage and co-operation. In September 1944 they participated in an attack on an enemy shipping convoy off Kristiansand. During the attack the starboard propeller and the pilot's windscreen were damaged by anti-aircraft fire. Despite this the attack was pressed home. In the action, Flying Officer Menaul had been hit, a fact unrealized until the turn for home was made. Flying Officer Tomes promptly rendered efficient first aid and afterwards gave valuable assistance to his pilot in his endeavours to reach base. After bringing his aircraft down safely, Flying Officer Menaul collapsed. He had displayed great courage and fortitude. Flying Officer Tomes also proved himself a valiant member of aircraft crew, setting a fine example of coolness and determination.

NOTE: Public Record Office Air 2/9160 has recommendation drafted by S/L R.A. Schoales, 16 September 1944, when he had flown 42 sorties (563 hours).

On September 14th, 1944, Flying Officer Menaul was a member of a formation

that went out to attack enemy shipping off the Norwegian coast. The target - an enemy convoy consisting of three escort vessels and three merchant vessels - was sighted off Kristiansand. After the order to attack was given, Flying Officer Menaul immediately turned in to attack. During the attack the starboard propellor and pilot's windscreen were damaged by flak. Despite this, Flying Officer Menaul pressed home his attack with great determination, relasing his Rocket Projectiles at close range and securing hits on the vessel he attacked. It was not until after the attack that he realized he had been wounded himself. With the assistance of his navigator, Flying Officer Menaul continued to show courage in bringing the aircraft back to base under extreme stress. He persevered until the aircraft was safely on the ground, where he collapsed over the controls.

For this display of fortitude and devotion to duty, I highly recommend him for the immediate award of the Distinguished Flying Cross.

G/C Max Aitken, Commanding Station Banff, wrote on 18 September 1944:

This officer has carried out 42 operational trips with a total of 563 operational hours. He has at all times shown great gallantry and keenness.

On his last sortie flak hit his starboard propellor on the run in which caused considerable vibration. However, he presses home the attack and a cannon shell then hit and penetrated the windscreen, wounding him in the arm. He flew the aircraft back across the North Sea and having made a successful landing collapsed over the controls. Strongly recommended for the award of the Distinguished Flying Cross.

This was duly supported by the Air Officer Commanding, No.18 Group (23 September 1944) and approved by the Air Officer Commanding-in-Chief, Coastal Command, on 27 September 1944.

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MERCER, F/L George Franklin (J17795) - **Distinguished Flying Cross** - No.411 Squadron - Award effective 13 January 1945 as per **London Gazette** dated 23 January 1945 and AFRO 471/45 dated 16 March 1945. Born 5 February 1917 at St.Mary's, Ontario. Enlisted in Hamilton, 2 January 1941. Attended No.1 Manning Depot, Toronto, 2 January to 21 January 1941; at Picton, 22 January to 18 March 1941; No.1 Manning Depot, 19 March to 30 March 1941; No.17 Equipment Depot, Ottawa, 31 March to 26 May 1941; No.1 ITS, Toronto, 10 June to 8 August 1941 (promoted to LAC on latter date); No.3 EFTS, London, 9 August to 25 September 1941;

No.14 SFTS, Aylmer, 26 September to 20 December 1941 (promoted to Sergeant, 19 December 1941). Posted to Halifax; arrived in UK, 21 January 1942. Further trained at No.5 (P) AFU, 12 May to 2 June 1942, No.59 OTU, 2 June to 26 August 1942 (promoted to Flight Sergeant, 19 June 1942). Posted to No.610 Squadron (28 August 1942 to 17 January 1943; promoted to WO2, 19 December 1942; claimed his first sortie was 18 August 1942 and that he flew 85 operational hours); to No.185 Squadron, Malta (17 January to 13 July 1943; commissioned 22 April 1943; claimed he flew 86 sorties, 115 operational hours; forced to bale out 6 May 1943 when engine overheated and glycol fumes filled cockpit, probably from a bird strike in radiator). Returned to England, 1 August 1943. At Station Cranfield, 16 August 1943 to 18 April 1944 (promoted to Flying Officer, 22 October 1943). Posted to Canada on leave, 26 April to 16 June 1944. Returned to UK, 26 June 1944. No.411 Squadron, 18 July to 16 November 1944 (promoted to Flight Lieutenant, 10 October 1944, flew 106 sorties in 125 hours ten minutes of operational flying). Shot down by flak while strafing a train, 16 November 1944; held at Stalag Luft III. Safe in UK, 8 May 1945; returned to Canada, 8 July 1945. To No.1 Composite Training School, 20 July 1945. To No.1 Air Command, 8 November 1945. To Trenton, 21 June 1946. To No.1 Air Command, 19 September 1946. Remained in RCAF (20367), reverting to Flying Officer, 1 October 1946. To Aylmer, 4 October 1947. Retired 11 November 1947 to live in St. Marys, Ontario. Medal presented in UK, 1949. Died in Beaverton, Ontario, 6 June 2002 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2002. Aerial victories, from Chris Shores, **Those Other Eagles** (London, Grub Street, 2004) as follows: **2 July 1943**, one Bf.109 probably destroyed 15 miles south of Sicily (No.185 Squadron, Spitfire EN403, GL-A); **9 July 1943**, one MC.202 destroyed over Gerbini (No.185 Squadron, Spitfire EN403, GL-A); **12 August 1944**, one Bf.109 destroyed east of Alencon (No.411 Squadron, Spitfire NH205,); **27 September 1944**, one FW.190 destroyed and one FW.190 damaged east of Nijmegen (No.411 Squadron, Spitfire MJ240). Photo PL-31989 (ex UK-14617 dated 6 September 1944) shows him examining the "scrapped relic of a Messerschmitt 109." Photo PL-31990 shows him examining wreckage of German aircraft.

Flight Lieutenant Mercer is now on his second tour of operational duty. During his flying career he has shown exceptional skill and keenness in leading his flight on fighter bombing and armed reconnaissance sorties. He has always displayed a fine fighting spirit, especially in missions against ground targets and has destroyed seventy enemy transport vehicles. He has also destroyed four enemy aircraft.

NOTE: Public Records Office Air 2/9043 has recommendation dated 4 November 1943 when he had flown 166 sorties (210 hours); text does not differ materially from that published.

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MERCHANT, FS John Frank (R104847) - **Distinguished Flying Medal** - No.9 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 12 November 1943 and AFRO 166/44 dated 28 January 1944. Born 4 July 1919. Home in Sturgeon Falls, Ontario; enlisted in Montreal, 20 May 1941 and posted to No.1 Manning Depot. To No.1 Training Command, 27 May 1941. To No.1 ITS, 3 July 1941; graduated and promoted LAC on 8 August 1941; posted that date to No.12 EFTS; ceased training 2 September 1941 and posted elsewhere. To No.4 WS, 26 September 1941; to No.1 BGS, 14 March 1942; graduated 13 April 1942 when promoted Sergeant. To "Y" Depot, 14 April 1942. To RAF overseas, 30 April 1942. Promoted WO2, 13 April 1943. Shot down 16 July 1943; evaded capture; reported safe, 10 September 1944. Commissioned 6 October 1944 (J90115). Repatriated 28 October 1944. To No.1 Training Command, 12 December 1944. To No.1 Flying Instructor School, 18 December 1944. Promoted Flying Officer, 6 April 1945. To No.4 Release Centre, 17 August 1945. Retired 20 August 1945.

Flight Sergeant Merchant has taken part in a number of operational sorties and has at all times displayed a high degree of efficiency together with great courage and determination.

NOTE: Public Record Office WO 208/3323 has MI.9 interrogation report of his evasion. Lancaster left Station Bardney, 2100 hours, 15 July 1943 to bomb a power station in Italy. Over Mirandola, Italy they collided with another aircraft (possibly another Lancaster) and crew baled out. He hid his parachute and Mae West in a culvert and joined his rear gunner hiding in bushes, but Italians found them. They were taken to Mirandola where they were reunited with other members of the crew except the Flight Engineer (a Sergeant Edwards) who had been killed in landing. After one night at Bologna and about 15 days at Poggio quarantine camp, he went to Rome (four days) and then to a camp at Chieti. While at that camp the Italian Armistice was signed, but the Senior British Officer forbade prisoners to leave the camp. Four days later German troops arrived and took it over.

Merchant was part of a group taken to PG.78, Sulmona. On 1 October they were put on a train in box cars for transport to Germany. En route, POWs made a hole in the side of his car and on 3 October, in company with Sergeant G.E. Pearson, RASC, he jumped off the train near St.Benedetto Val Di Sambo. They contacted a civilian and stayed with him until 10 October. The civilian took them by train to Milan where they stayed one night before going to Como. They crossed the lake, picked up a guide (courtesy of the civilian) and reached Switzerland on 13 October 1943. He remained in that country until 20 August 1944 when he crossed to France, contacted the Maquis and was passed on, reaching England once more (via Casablanca) on 10 September 1944.

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MERCIER, FS Joseph Pierre Guy (Can 2509) - **British Empire Medal** - No.2 Release Centre - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 1 February 1919. Home in Verdun, Quebec; enlisted in Montreal, 23 January 1939 for General Duties and posted to Rockcliffe. Promoted LAC, 23 January 1940. Promoted Corporal, 1 August 1940. At No.5 SFTS, 15 October 1940; promoted Sergeant, 1 March 1941; to Trenton, 21 June 1941. Reclassified as Disciplinarian, 6 September 1941 when posted to No.4 Manning Depot. Promoted Sergeant, 1 March 1942. To No.1 "Y" Depot, 2 March 1942; promoted Flight Sergeant, 1 June 1942. Reclassified as Physical Training/Drill Instructor, 9 March 1943. To No.2 Release Centre, 25 October 1944; re-engaged with Interim Force, 15 March 1946 while still at No.1 Release Centre; released 6 August 1946. Medal presented 5 October 1947.

Flight Sergeant Mercier has shown outstanding ability in handling the transient personnel of this unit. He has a very high sense of duty and has given his best at all times in the interests of the Service. He has been an excellent example to the rest of the staff of the Release Centre and has contributed a great deal to the overall efficiency of this unit.

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MEREDITH, F/O Herbert Roy Harrison (J91021) - **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 31 December 1920 in Yorkton, Saskatchewan; home in Oakland, California (display artist retaining Canadian nationality); enlisted in Vancouver, 4 June 1942. To No.3 Manning Depot, 7 September 1942. To No.7 ITS, 5 December 1942; graduated and promoted LAC, 19 February 1942; posted next day to No.6 EFTS; graduated 16 April 1943 and posted next day to No.7 SFTS; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943; to RAF overseas, 12 September 1943. Commissioned 11 October 1944. Promoted Flying Officer, 11 April 1945. Repatriated 14 May 1945. To Western Air Command, 27 May 1945. To No.5 OTU, 4 July 1945; to Release Centre, 10 September 1945; retired 13 September 1945. Medal presented 7 October 1949. Died 15 November 1968 as per DVA letter dated 10 January 1969.

Flying Officer Meredith has proved himself to possess fine qualities of leadership and courage. On one of his sorties while attacking Cologne his aircraft was damaged in several places and the navigator was killed. By fine airmanship and skill he overcame his difficulties and flew the aircraft back to base by improvised navigation. In several combats with night fighters Flying Officer Meredith has displayed outstanding courage and coolness.

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MERLIN, F/O Robert Aubrey Alexander (J88897) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 19 September 1916 in Halifax, Nova Scotia; home given variously as San Diego, California and Miami, Florida (clerk and sales driver). Enlisted in Windsor, Ontario, 9 January 1942 and posted to No.2 Manning Depot. To No.5 Equipment Depot, 23 February 1942. To No.3 ITS, 25 April 1942; graduated and promoted LAC, 20 June 1942 but not posted to No.11 EFTS until 15 August 1942; may have graduated 23 October 1942 but not posted to No.13 SFTS until 21 November 1942; graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, 2 April 1943. To RAF overseas, 15 May 1943. Commissioned 19 June 1944. Promoted Flying Officer, 19 December 1944. Repatriated 15 April 1945. To No.1 School of Flying Control, 11 June 1945 unclear. To Patricia Bay, 2 October 1945. To No.6 OTU, 25 October 1945. To No.168 (Heavy Transport) Squadron, 3 January 1946. Remained in Interim Force until discharge, 19 September 1946. 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". Medal presented in Toronto, 30 November 1949. Public Records Office Air 2/9060 has recommendation dated 15 January 1945 when he had flown 31 sorties (147 hours six minutes), 12 July 1944 to 12 January 1945.

12 July 1944 - Hauts Boissons (4.05)
17 July 1944 - Caen (4.15)
20 July 1944 - Chapelle Notre Dame (3.05)
1 August 1944 - Noyelle en Chaussee (4.10), DNCO
3 August 1944 - Bois de Casson (4.15)
5 August 1944 - Foret de Nieppe (3.25)
6 August 1944 - Foret de Nieppe (3.10)
7 August 1944 - TOTALIZE 3 (4.25)
9 August 1944 - Foret de Mormel (3.20)
11 August 1944 - Somain (4.15)
14 August 1944 - TRACTABLE 22 (4.15)
15 August 1944 - Eindhoven (3.25)
17 August 1944 - GARDENING, Gironde Estuary (6.55)
18 August 1944 - Sterkrade (3.55)
25 August 1944 - Chapelle Notre Dame (3.15)
27 August 1944 - Homborg (4.15)
31 August 1944 - Lumbres (3.15), DNCO
17 September 1944 - Boulogne (3.15)
6 October 1944 - Gladbach (4.30)
7 October 1944 - Cleve (4.00)

14 October 1944 - Duisburg (4.35)
23 October 1944 - Essen (5.20)
25 October 1944 - Essen (4.15)
4 November 1944 - Bochum (4.45)
18 November 1944 - Munster (4.40)
21 November 1944 - Sterkrade (5.55)
17 December 1944 - Duisburg (5.55)
21 December 1944 - GARDENING, Kattegat (5.25)
28 December 1944 - Gladbach (5.10)
29 December 1944 - Coblenz (5.35)
30 December 1944 - Cologne (5.25)
2 January 1945 - Ludwigshaven (6.45)
5 January 1945 - Hanover (5.00)
12 January 1945 - GARDENING, Kiel Bay (5.36)

This captain of aircraft has only one more sortie to carry out to complete his first tour of operations.

This officer has shown such consistency of purpose throughout his attacks on heavily defended enemy targets that he has obtained one of the best bombing records on the squadron. On a number of occasions persistent attacks from enemy fighters have been encountered whilst on his bombing run in to the target, but in each case he has brought back excellent results.

It is considered that Flying Officer Merlin has shown a very high standard of captaincy and efficiency and he is strongly recommended for an award of the Distinguished Flying Cross.

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MERRIAM, F/O Donald Everett (J10961) - **Air Force Cross** - No.119 Squadron - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943 - Born in Brantford, Ontario, 12 October 1920. Home in Norwich, Ontario. Enlisted in London, Ontario, 27 May 1940. To No.1 ITS, 1 June 1940; graduated and promoted LAC, 21 June 1940; posted that date to No.3 EFTS; graduated 31 August 1940 when posted to No.2 SFTS; graduated and promoted Sergeant, 1 December 1940. To No.5 SFTS, 11 December 1940. To No.118 (Fighter) Squadron, 15 March 1941. To Eastern Air Command, 26 June 1941. To No.119 (BR) Squadron, 28 June 1941. Promoted WO2, 11 March 1942. Commissioned 31 March 1942. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 21 April 1943. To RAF overseas, 29 April 1943. Appears to have gone overseas as part of a Ferry Command crew. Promoted Flight

Lieutenant, 31 March 1944. On strength of No.45 Group (Transport Command), 3 November 1944; at No.111 OTU, Nassau, 17 December 1944. On strength of No.3 PRC, Bournemouth, 10 March 1945; repatriated 17 January 1946. Retired 7 March 1946. RCAF photo PL-2269 shows him receiving wings from Air Marshal Billy Bishop. Medal sent by registered mail 26 February 1947.

Over a period of eighteen months this officer has flown over 1,000 hours on operational duties on the West Coast, of which 762 have been as first pilot on anti-submarine patrols. He has shown outstanding ability and a determination for carrying out his patrols under the most adverse conditions. His enthusiastic persistence in all his undertakings have contributed much to the efficiency of the squadron. He has been an inspiration to all who work with him.

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MERRICK, FS Earl Victor Roy (R60805) - **British Empire Medal** - No.4 ITS - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Born 30 June 1907 in Calgary; enlisted Edmonton, 14 June 1940 as Clerk/Accounts. To Technical Training School, St. Thomas, 28 June 1940. Promoted AC1, 1 August 1940; promoted LAC, 1 November 1940; to No.1A Manning Depot, 10 November 1940. Appointed Acting Sergeant, 11 December 1940. Reverted to LAC, 20 March 1941, but re-appointed to Sergeant, 21 March 1941. To "E", 10 April 1941. To Air Armament School, 26 April 1941. To No.4 ITS, 21 June 1941. Promoted Flight Sergeant, 1 October 1941. Medal presented 31 May 1944. To No.4 Training Command, 24 September 1944; discharged 27 September 1944.

In the performance of his duties as senior NCO in the Accounts Section of this school, Flight Sergeant Merrick has displayed a high degree of initiative and has continuously rendered highly meritorious service. He has cheerfully applied himself to his duties, which have been particularly heavy, and has always displayed a loyalty and devotion to duty. He has, on more than one occasion, efficiently discharged his duties beyond those required by his present rank.

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MERRICK, FS Wayne Thomas (R83305) - **Distinguished Flying Medal** - No.106 Squadron - Award effective 2 November 1942 as per **London Gazette** dated 6 November 1942 and AFRO 272/43 dated 19 February 1943. American in the RCAF; born 10 June 1916 in Evansville, Indiana, 1916; home there; enlisted in Windsor, Ontario, 5 February 1941 and posted to No.1 Manning Depot. To No.14 SFTS (guard duty), 6 March 1941; to No.1 ITS, 4 May 1941; graduated and promoted LAC, 6 June 1941 when posted to No.6 EFTS. Ceased training 3 July 1941 and posted elsewhere;

to No.8 BGS, 11 October 1941. Graduated and promoted Sergeant, 8 November 1941. To "Y" Depot, 9 November 1941; to RAF overseas, 8 December 1941. Commissioned 15 September 1942 (J16398). Promoted Flying Officer, 15 March 1943. Invested at Buckingham Palace 30 March 1943. Repatriated to Canada 24 September 1943. To No.4 EFTS, 12 October 1943. To No.7 SFTS, 11 March 1944. Graduated and graded as pilot, 8 September 1944. Promoted Flight Lieutenant, 15 September 1944. To No.2 Aircrew Graduate Training School, 22 September 1944. To No.7 BGS, 20 October 1944. To No.8 Release Centre, 1 March 1945. Retired 6 March 1945.

As air gunner he has taken part in numerous operational sorties and has destroyed two enemy night fighters. In July 1942, whilst on a bombing sortie over Saarbruecken [sic], his aircraft was attacked by enemy fighters on five separate occasions and it was mainly due to his accuracy and coolness that two hostile aircraft were driven off and another shot down. His fine aggressive spirit has earned him the respect of all.

NOTE: Public Records Office Air 2/9604 has recommendation dated 30 September 1942 when he had flown 18 sorties (101 hours 45 minutes) on operations; it provides a sortie list and a slightly longer text than that published:

- 1 July 1942 - GARDENING, Nasturtiums (5.40)
- 8 July 1942 - Wilhelmshaven (2.15, DNCO, engine trouble)
- 13 July 1942 - Duisburg (3.25)
- 23 July 1942 - Duisburg (3.35)
- 26 July 1943 - Hamburg (6.00)
- 29 July 1942 - Saarbrucken (5.10, attacked by fighters on five occasions; evaded two, drove off two, shot down fifth)
- 31 July 1942 - Dusseldorf (3.35)
- 15 August 1942 - Dusseldorf (3.45)
- 16 August 1942 - GARDENING, Spinach (9.05)
- 18 August 1942 - Flensburg (5.35)
- 24 August 1942 - Frankfurt (5.15, attacked by FW.190, shot it down)
- 27 August 1942 - Gdynia docks (8.50)
- 1 September 1942 - Saarbrucken (5.20)
- 4 September 1942 - Bremen (4.20)
- 12 September 1942 - Weismar (7.40)
- 13 September 1942 - Bremen (4.25)
- 14 September 1942 - Wilhelmshaven (4.45)
- 16 September 1942 - Essen (5.15)
- 19 September 1942 - Munich (7.50, attacked by Ju.88, claimed it damaged)

As mid-upper gunner, Flight Sergeant Merrick has flown 18 operational sorties and has already definitely destroyed two enemy night fighters as well as damaging others.

On the 29th July 1942, whilst on a bombing sortie over Saarbrucken, his aircraft was attacked by fighters on five separate occasions and it was mainly due to his accuracy and coolness that two of them were beaten off; they were claimed as damaged and another was shot down. His other confirmed victory was over Frankfurt, an FW.190 being shot down in flames within a few seconds of being sighted.

Flight Sergeant Merrick displays always a fine aggressive spirit which has brought him considerable success and has earned him respect of all other gunners in the squadron.

Public Record Office Air 50/292 has the following Combat Reports bearing on his career:

29/30 July 1942:

Herewith Combat report for Lancaster "M" of No.106 Squadron, who encountered an enemy fighter on the night of 29/30th July:

Captain: Sergeant Cassels; Flight Engineer, P/O E.F. White; Observer, Sergeant Woollard; Air Bomber, Sergeant Helmsley; WT/OP, Sergeant Wakerley; Mid-Upper Gunner, Sergeant Burcher; Rear Gunner, Sergeant Merrick.

On the night of 29/30th July a Lancaster "M" was attacked at 0052 while flying at 10,000 feet by a single engined aircraft, at position 5140 N 0230 E. The enemy aircraft came in from the starboard quarter at the same height firing cannon from 500 yards. The Lancaster took evasive action losing height to 5,000 feet. The enemy aircraft was lost and our own aircraft did not return fire.

At 0117 hours at 10,000 feet 15 miles S.E. of Lille, Lancaster "M" was attacked by an unidentified aircraft. The enemy aircraft came in from starboard beam, tracer passed ahead of the aircraft, rear gunner and mid-upper gunner returned the fire. The enemy aircraft was then seen to pass from starboard to port a few feet below the Lancaster; the enemy aircraft was then lost.

Five minutes after leaving the target approximately 20 miles west of Saarbrucken

at 0220 hours at 5,500 feet a single-engined enemy aircraft was sighted by the rear gunner of the Lancaster dead astern at approximately 400 yards. It passed from astern to port quarter and opened fire with cannon at about 200 yards. The rear gunner returned the fire and the fighter passed then from port to starboard; as he did so tracer was seen to enter the enemy aircraft's fuselage. The enemy aircraft then passed to the starboard beam to make another attack. The mid-upper gunner gave instructions to the pilot to turn to starboard into the attack; as the pilot did so the enemy aircraft closed in on the starboard beam to 150 yards and the mid-upper gunner opened fire and tracer was seen to enter the engine and fuselage.

The enemy aircraft then broke into [sic] flames and dived to the ground. It was seen to crash by the observer, mid-upper and rear gunners. The pilot also saw it burning on the ground.

The enemy aircraft was claimed as definitely destroyed.

At 0225 hours near Squlay [?] while flying at 7,500 feet the Lancaster was shadowed for ten minutes by two unidentified aircraft. One on the starboard beam that did not open fire and one astern that opened fire from 600 yards. The pilot then took evasive action and both aircraft were lost.

24/25 August 1942:

106 Squadron, Lancaster R5731, "M"

Crew: Captain, F/L Hopgood; Navigator, Sergeant Bates; Air Bomber, Flight Sergeant Lewis; Flight Engineer, Sergeant Brennan; W/OP, Sergeant Gibson; Rear Gunner, Flight Sergeant Merrick; Mid-Upper Gunner, Sergeant Hobson.

At 2347 hours on 24/25th August 1942, Lancaster "M" was flying at 11,000 feet when a single engined aircraft was sighted by the Mid-Upper Gunner (Flight Sergeant Hobson). The aircraft was flying on a reciprocal course to our own aircraft and was on the starboard side slightly up. The range was judged by the mid-upper gunner to be about 400 yards and he positively identified the aircraft as a FW.190I at this time the enemy aircraft was flying out of the moon. Our aircraft was approaching the target area, Frankfurt, and the pilot made a steep turn to port and completed his circuit; during this circuit the enemy aircraft was lost to view. Whilst making the second circuit of the target our aircraft was flying just above cloud and the rear gunner (Flight Sergeant Merrick) sighted a

FW.190 which he believed to be the same aircraft, as it broke cloud below him and at a range of no more than 150 yards; it was approaching in a steep climb from the dark side of the sky; Sergeant Merrick is of the opinion that the enemy aircraft was in such a position that it could not open fire; he immediately opened fire, firing a burst of about 250 rounds during which the cowling of the FW.190 was shot away. The enemy aircraft appeared to go into a sliding turn and Sergeant Merrick fired another burst of about 250 rounds and observed the engine to catch fire. The mid-upper gunner was unable to open fire as the enemy aircraft was below and dead astern.

The front and mid-upper gunners both saw the enemy aircraft on fire and a few seconds later all three gunners saw a fire on the ground. The FW.190 is claimed as destroyed.

During the combat, there was some searchlight activity but our aircraft was not held in the beams. The enemy aircraft carried no lights. I.F.F. was not on.

16/17 September 1942 (W.T. Lewis, RCAF was Air Bomber; the Mid-Upper Gunner was 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 (W.T. Lewis, RCAF was 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 (W.T. Lewis was 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 "<" 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.

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MERRIFIELD, F/O Leonard Alexander (J11069) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 21 October 1943 as per **London Gazette** dated 29 October 1943 and AFRO 2457/43 dated 26 November 1943. Born in Sault Ste. Marie, 28 December 1919; home in Stratford, Ontario; enlisted in Toronto, 28 July 1941 and posted to No.4A Manning Depot. To No.3 ITS, 1 September 1941; graduated and promoted LAC, 7 October 1941 but not posted to No.12 EFTS until 26 October 1941; graduated 20 December 1941 when posted to No.5 SFTS; graduated and commissioned 10 April 1942. To "Y" Depot, 11 April 1942; to RAF overseas, 30 April 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 21 September 1943. Repatriated to Canada, 13 December 1944. To No.3 Training Command, 25 December 1944; to No.4 Release Centre, 22 February 1945. Retired 23 April 1945. Re-engaged in RCAF Signals Branch, 19 April 1948 (30187). Promoted Flight Lieutenant, 21 September 1948. Medal presented 22 November 1948. Promoted Squadron Leader, 1 January 1952. After retirement he worked for Atomic Energy of Canada. Died in Toronto, 23 November 2000.

Flying Officer Merrifield has completed a large number of operations against German and Italian targets. He has trained his crew to a high standard of efficiency and his work has always been characterized by keenness, determination and outstanding accuracy. An excellent captain of aircraft, this officer has contributed in no small measure to the successes attained by his crew.

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METCALF, Corporal Alexander Anderson (R58729) - **Mention in Despatches** - No.1659 Conversion Unit - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 4 April 1914; home in Vancouver; enlisted there 12 September 1940 as Fabric Worker. To Technical Training School, 5 February 1940. Promoted AC1, 3 May 1941. To No.11 SFTS, 7 May 1941. Promoted LAC, 1 October 1941. To No.3 Repair Depot, 13 December 1941. To "Y" Depot, 1 February 1943; to RAF overseas, 8 March 1943. Promoted Corporal, 1 April 1943. Repatriated by air, 18 June 1945; to No.8 OTU, 19 June 1945; to Greenwood for Tiger Force, 31 July 1945. To Halifax, 4 September 1945; released 7 September 1945. DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation sent from No.61 Base to Headquarters, No.6 Group, 27 July 1944; NOTE: Name also spelled METCALFE.

This Non-Commissioned Officer is in charge of the Fabric Component Repair Section, doing work for the Conversion Unit and Base. He has shown outstanding interest in his work in which he is both dependable and untiring. Through his own initiative and drive his section has been able to effect a considerable saving of time and material to the advantage of the service. While only recently promoted to Corporal, he has been in charge of the section for a year and has been a "Shadow" Corporal since 1 April 1943.

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METCALFE, F/O Earle Garth (J37196) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born in Winnipeg, 25 May 1922; home there (clerk); enlisted there 15 May 1942. Granted Leave Without Pay until 25 August 1942 when posted to No.3 Manning Depot. To No.11 SFTS (guard duty), 9 October 1941). To No.7 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943 when posted to No.23 EFTS. Ceased training, 9 May 1943 and posted to No.2 Manning Depot; to No.7 AOS, 29 May 1943; graduated and commissioned 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flying Officer, 15 April 1944. Repatriated 9 July 1945. Retired 18 September 1945. Graduated from the University of Manitoba. He worked at the TB Sanatorium, Western Grocers, MGEA and Greater Winnipeg Gas. Died in Winnipeg, 3 April 2008. Medal sent by registered mail 11 March 1950.

Flying Officer Metcalfe has almost completed a very successful tour of operations. On his first sortie to Kiel his aircraft was badly damaged by anti-aircraft fire and he was wounded in the forehead. In spite of this he guided the crew safely back to base. Since then he has navigated his aircraft safely on

sorties to Munster, Osnabruck, Ludwigshaven and Hamburg, frequently encountering difficulties from adverse weather and enemy action. He has always navigated with skill and accuracy.

The original submission was drafted 29 March 1945 by F.S. McCarthy when he had flown 28 sorties (156 hours 25 minutes); see also the award recommendation for W/C McCarthy:

10 September 1944 - Le Havre (4.05)
11 September 1944 - Castrop Rauxel (5.00)
12 September 1944 - Wanne Eickel (4.45)
13 September 1944 - Osnabruck (4.40)
15 September 1944 - Kiel (6.25)
16 September 1944 - Boulogne (4.45)
25 September 1944 - Calais (3.40)
26 September 1944 - Calais (4.05)
27 September 1944 - Bottrop (5.05)
28 September 1944 - Cap Gris Nez (4.10)
23 October 1944 - Essen (3.40, duty not carried out)
25 October 1944 - Hamburg (4.15)
28 October 1944 - Cologne (6.10)
30 October 1944 - Cologne (6.50)
1 November 1944 - Oberhausen (6.15)
2 November 1944 - Dusseldorf (6.15)
18 November 1944 - Munster (5.45)
18 December 1944 - Duisburg (6.15)
28 December 1944 - Opladen (5.30)
29 December 1944 - Spich (6.40)
30 December 1944 - Cologne (6.25)
2 January 1945 - Ludwigshaven (7.10)
23 February 1945 - Kamen (6.10)
24 February 1945 - Kamen (6.50)
27 February 1945 - Mainz (7.00)
8 March 1945 - Hamburg (5.50)
12 March 1945 - Dortmund (6.15)
14 March 1945 - Zweibrucken (6.50)

Flying Officer Metcalfe has almost completed a tour of operations. He did his first trip to Kiel and his second on the RAF's longest daylight penetration at that time, to Osnabruck. Since then he has taken his crew and brought them safely back from targets such as Munster, Ludwigshaven and Hamburg, often without navigational aids, and always with confidence in spite of the difficulties

encountered.

On the trip to Kiel, his aircraft was badly damaged by flak, losing an engine and part of a wing and he was struck in the forehead by a piece of spent flak; nevertheless he insisted on guiding the aircraft back to base.

On the ground he has competently and willingly led the navigators through ground training and briefing for instructional and operational flying. At all times he has been an inspiring example both as a brilliant navigator and gentlemanly officer, and has contributed to a large extent to the good navigational record achieved by the squadron. I strongly recommend this officer for the award of the Distinguished Flying Cross.

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METCALFE, WO George Wesley (R89830) - **Distinguished Flying Cross** - No.514 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 1 June 1919 in Hamilton, Ontario; home there; enlisted there 14 April 1941 as Radio Mechanic. Granted Leave Without Pay until 27 April 1941 when posted to No.1 Manning Depot. To Queen's University, 13 June 1941. To Embarkation Depot, 29 July 1941. Remustered to aircrew and posted to No.1 ITS, 1 September 1941; graduated and promoted LAC, 26 October 1941; posted that date to No.7 EFTS; ceased training 29 November 1941 and posted elsewhere; to No.1 AOS, 20 December 1941; graduated 28 March 1942 when posted to No.1 BGS; graduated 20 June 1942 when posted to No.1 ANS; graduated and promoted Sergeant, 4 August 1942. To "Y" Depot, 5 August 1942; to RAF overseas, 26 October 1942. Promoted Flight Sergeant, 4 February 1943; promoted WO2, 1 August 1943. Promoted WO1, date uncertain. Commissioned 18 January 1945 (J93298). Repatriated 1 February 1945. To No.1 Air Command, 13 February 1945. To Western Air Command, 1 May 1945. Retired 7 September 1945. Medal sent by registered mail 13 November 1948. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9276 has recommendation dated 5 June 1944 when he had flown 26 sorties (143 hours 35 minutes), 8 September 1943 to 28 May 1944.

8 September 1943 - Boulogne (2.25)
27 September 1943 - Hanover (4.30)
2 October 1943 - GARDENING, Kattegat (7.10)
3 October 1943 - Kassel (5.30)
23 December 1943 - Berlin (7.05)
20 January 1944 - Berlin (7.05)
21 January 1944 - Magdeburg (7.15)

28 January 1944 - Berlin (7.50)
30 January 1944 - Berlin (6.05)
20 February 1944 - Stuttgart (6.55)
24 February 1944 - Schweinfurt (7.45)
1 March 1944 - Stuttgart (7.45)
7 March 1944 - Le Mans (4.20)
15 March 1944 - Stuttgart (7.10)
18 March 1944 - Frankfurt (4.50)
24 March 1944 - Berlin (6.50)
10 April 1944 - Laon (4.25)
18 April 1944 - Rouen (3.35)
20 April 1944 - Cologne (4.00)
22 April 1944 - Dusseldorf (3.55)
24 April 1944 - Karlsruhe (5.40)
26 April 1944 - Essen (4.00)
19 May 1944 - Le Mans (4.25)
21 May 1944 - Duisburg (4.15)
24 May 1944 - Boulogne (2.00)
28 May 1944 - Angers (6.50)

Warrant Officer Metcalfe has taken part in twenty-six successful operational sorties as Bomb Aimer. These sorties include five attacks on Berlin and many attacks on other heavily defended targets in Germany.

He is an excellent Bomb Aimer and was most resolute in his attacks, never being satisfied to release his bombs until he was sure they would fall on the target, and he was never deterred by intense and accurate anti-aircraft fire. The accuracy of his bombing was proved by the numerous photographs he secured of the targets he attacked.

Warrant Officer Metcalfe is recommended for the award of the Distinguished Flying Cross in recognition of his good work as an operational bomb aimer.

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METCALFE, F/L Lorin Wilmot (J11553) - **Distinguished Flying Cross** - No.184 Squadron - Award effective 13 January 1945 as per **London Gazette** dated 23 January 1945 and AFRO 471/45 dated 16 March 1945. Born 29 July 1919 in Sault Ste. Marie, Ontario; home in St. Thomas, Ontario; enlisted in London, Ontario, 17 June 1940. Granted Leave Without Pay until 30 June 1940 when posted to No.2 ITS; graduated and promoted LAC, 1 September 1940. Posted away

14 September 1940. The next few postings are curious; to No.12 EFTS (13 October 1940) and No.5 SFTS (10 November 1940), followed by No.3 EFTS (13 November 1940) and No.6 SFTS (3 December 1940). Graduated and promoted Sergeant, 10 February 1941. Posted to "E" (Trenton ?), 11 February 1941; to No.6 SFTS, 11 April 1941. Promoted WO2, 10 February 1942. Commissioned 29 April 1942. Promoted Flying Officer, 30 October 1942. To No.1 OTU, 24 January 1943. To "Y" Depot, 8 May 1943. To RAF overseas, 15 May 1943. Promoted Flight Lieutenant, 20 April 1944. Repatriated 23 July 1945. Retired 21 September 1945. Photo PL-35207 shows him. Medal sent by registered mail 30 March 1949. Recommended when he had flown 108 sorties (106 operational hours).

Flight Lieutenant Metcalfe has completed a large number of armed reconnaissances and attacks on targets in close support of Army operations. These have been completed in the face of intense anti-aircraft fire in attacks at Mortain, Vimontiers and Falaise. He destroyed many tanks and motor transport vehicles. In September 1944, Flight Lieutenant Metcalfe led eight attacks on enemy shipping in the Scheldt Estuary, destroying or damaging many barges and other craft. He is a fine leader whose courage and devotion to duty have always been outstanding.

NOTE: Public Record Office Air 2/9043 has recommendation drafted 16 November 1944:

This officer has now completed 108 operational sorties on Hurricanes and Typhoons. These have included 62 armed reconnaissances and 26 attacks on close support targets, usually in the face of intense flak. In 15 sorties at Mortain, Vermoutiers and Falaise he destroyed many tanks and motor transports. Between 6th and 14th September 1944 he led and took part in eight attacks on shipping in the Scheldt Estuary when between 20 and 30 barges and other craft were destroyed and severely damaged.

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METCALFE, FS Walter Phillip (R163206) - **Distinguished Flying Medal** - No.432 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 22 September 1924 in Toronto; home there; enlisted there 7 October 1942. Sea Cadet, 1939-1941. To No.1 Manning Depot, 13 December 1942. Posted elsewhere, 26 February 1943. To No.9 Pre-Aircrew Establishment, 19 April 1943. To No.1 AGGTS, 14 May 1943. Promoted LAC, 26 June 1943 and posted to No.9 BGS; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943; to United Kingdom, 12 September 1943. Commissioned 18 August 1944 (J90998). Promoted Flying Officer, 18 February 1945. Repatriated 18 June 1945. Trained for Tiger Force. To No.10 Release Centre, 26 October 1945; to Air Navigation School, 20 November 1945; to No.8 Release Centre, 1 January 1946; retired 11 January 1946. Medal presented 9 April 1948. Photo PL-35126 is a wartime portrait. No citation - "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy... numerous operations against the enemy in the course of which

[he] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1633 (RG.24 Vol.20603) has recommendation dated 9 September 1944 when he had flown 37 sorties (176 hours 30 minutes), 13 March to 15 August 1944.

An above average and very efficient Air Gunner who has completed thirty-seven successful trips. During this long tour of duty, Flight Sergeant Metcalfe proved to be a most valuable member of this squadron. His will co-operation and helpfulness to other gunners has been noticeable on many occasions. For his airmanship, skill and untiring efforts, this Non-Commissioned Officer is strongly recommended for the award of the Distinguished Flying Medal.

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 sur Mer (3.25)
12 May 1944 - Louvain (4.55)
19 May 1944 - Le Cripou (3.35)
22 May 1944 - Le Mans (4.50)
6 June 1944 - Coutances (4.15)
7 June 1944 - Ancheres (4.45)
10 June 1944 - Versailles Matelot (5.10)
12 June 1944 - Cambrai (4.10)
15 June 1944 - Boulogne (3.50, day)
16 June 1944 - Sterkrade Holten (4.15)
21 June 1944 - St. Mertin l'Hortier (2.40, day, duty not carried out)
23 June 1944 - Bientques (3.55)
27 June 1944 - Foret d'Eawy (3.40)
28 June 1944 - Metz (6.45)
1 July 1944 - Biennais (3.40, day)
3 July 1944 - Biennais (3.40, day)
5 July 1944 - Biennais (4.40)
7 July 1944 - Caen B (4.15, day)
8 July 1944 - Mont Candon (3.55)
24 July 1944 - Ferfay (3.50)
28 July 1944 - Hamburg (4.55)
1 August 1944 - Ferme de Forestel (3.45, day)

3 August 1944 - Foret de Nieppe (3.50, day)
5 August 1944 - St. Leu d'Esserent (4.30, day)
7 August 1944 - La Hogue (4.20)
8 August 1944 - Chantilly (4.00)
9 August 1944 - Foret de Nieppe (3.20)
10 August 1944 - La Pallice (6.15)
12 August 1944 - Montrichard (2.50, day, duty not carried out).
14 August 1944 - Bons Tassily (4.20, day)
15 August 1944 - Brussels (3.30, day)

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METFORD, F/L Lionel Seymour, OBE (C9114) - **Mention in Despatches** - Station Sea Island - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Folkstone, England, 3 March 1888. Educated in England, 1896-1906. Served as a Lieutenant, the Rifle Brigade, 1908 to 1913. In applying to RCAF, 7 September 1940, he wrote, "I taught myself to fly on a 25-h.p. Bleriot monoplane at handon in 1911 (International Aviator's Certificare No.146), served as a pilot in the RAF all through the last war and joined the RCAF in 1921 when I did a course at Camp Borden. In the meantime I have been privately experimenting with gliders and aircraft here and the last of my experimental waterplanes I built and flew last October. I had very bad luck with that as it was wrecked and sunk in 140 feet of water during a storm a few days later." Royal Flying Corps, 1913 to 1919 (attained rank of Major and served with RFC/RAF Canada; see First World War awards). Migrated to Canada. Appointed Squadron Leader in CAF, 17 June 1921 and posted to No.1 Wing, Camp Borden, for refresher flying. Posted to ir Headquarters and granted Leave Without Pay, 27 July 1921. To No.11 Squadron (British Columbia), 31 March 1922 (inactive without pay). Operated Metford Brothers of Salmon Arm (boat builders, gliders), 1919-1941; he was also a part-time fruit inspector; helped found the Salmon Arm Aero Club (1928). Member of Military Rifle Association, 1932 onwards. Home in Vancouver; applied to RCAF as early as September 1939 but initially refused on grounds of age. Finally enlisted in Vancouver, 1 December 1941 in Provost and Security Service and commissioned with rank of Flying Officer. To Station Coal Harbour, 29 December 1941. To No.2 Equipment Depot, 5 November 1942. Promoted Flight Lieutenant, 1 April 1943. To Boundary Bay, 26 August 1943. To Sea Island, 5 December 1943. Certificate sent to Sea Island, 29 June 1945. To No.8 Release Centre, 2 December 1945. Retired 7 December 1945. Died in Salmon Arm, British Columbia, 16 June 1950 as per British Columbia Vital Statistics.

This officer's steadfast devotion to duty and personal example have been an inspiration to all and have made an important contribution to the efficiency and morale of the service. As a provost and security services officer he has worked with ability and zeal beyond the requirements of normal duty and with a commendable disregard for personal leisure. His devotion to duty has been outstanding.

Recommendation raised 27 December 1944 by G/C C.M.G. Farrell; wording as above. Correspondence indicates he was an excellent (and prolific) writer of articles and supervised the publication of station newspapers as well as serving in Station Defence Supervisory posts.

No sign of an OBE !.

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METHERAL, P/O Kenneth James (J15683) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 26 December 1942 as per **London Gazette** dated 29 December 1942 and AFRO 232/43 dated 12 February 1943. Born in Rosetown, Saskatchewan; 20 November 1917; home in North Edmonton, Alberta; enlisted in Edmonton, 22 August 1940. To No.3 Training Command, 15 September 1940. To No.1 ITS, 28 November 1940; graduated and promoted LAC, 3 January 1941; posted that date to No.3 AOS; graduated 28 April 1941 and posted that date to No.3 BGS; graduated 8 June 1941 and promoted Sergeant. Posted that date to No.1 CNS; graduated 21 July 1941 when posted to an RAF Operational Training Unit. To overseas, 31 July 1941. Commissioned June 9 June 1942. Promoted Flying Officer, 9 December 1942. Medal presented at Buckingham Palace 23 March 1943. Promoted Flight Lieutenant, 24 July 1943. Repatriated 9 November 1944. Released at uncertain date. Rejoined on Short Service Commission, 13 March 1951 (36708); period of service uncertain. Died in South Surrey, British Columbia, June 1992 as per **Airforce Magazine**, issue of April-May-June 1993.

As navigator this officer has taken part in many sorties including such heavily defended targets as Bremen, Wilhelmshaven, Hamburg, Essen and Cologne. He has also completed many mine-laying operations. His outstanding skill, extensive knowledge and determination have contributed materially to the successes achieved.

RCAF Press Release No. 2771 dated 17 September 1943 (associated with photo portrait UK-1809) reads:

Halifax Lancaster and Stirling were new names to Bomber Command when F/L Ken Metheral (J15683), North Edmonton, Alberta, started operational flying in December 1941. Ken, an observer, did his tour in venerable twin-engined Hampdens, now relegated to minor duties in Bomber Command. He visited some of the most heavily defended targets in Germany, made two daylight sorties and nine minelaying operations. For skill and navigational efficiency during his ops career, Ken was awarded the Distinguished Flying Cross.

F/L Metheral left the Edmonton Bulletin in August 1940 to enlist in the RCAF. On completion of his training, he navigated a Hudson bomber on delivery to England. The zenith of Ken's ops tour is centred on a raid on Kiel. "After that raid," he said, "things seemed to quieten down."

"They were making their bombing run over the harbor installations of Kiel when

they were coned by searchlights. Flak poured up the beams of light, reaching out at the wildly evading Hampden. The skipper was in a steep turn when flak burst under the wing tip and flipped the Hampden over on its back," said Ken. "We were carrying a two thousand pounder that night too." The pilot righted the bomber, levelled out, dropped their load and dived after it. The lights followed the aircraft relentlessly right down to ground level. "The skipper levelled out at about twenty feet and we thundered out over the estuary towards the Baltic. We dared not climb or we'd lose speed and make a better target for A.A. and believe me we were going faster than Jerry ever expected a Hampden to be going. Right down on the water, we almost hit a flak ship. I guess the skipper saw it at the same time I yelled 'up'. He lifted a wing, cleared it and we were away with the flak ship firing wildly after us."

"Our daylight forays into Western Germany were uneventful," continued Ken. "We'd nip in and out of the clouds, bomb our target and nip back into the clouds again."

On their minelaying sorties they collected a few holes from flak ships lurking in the area. Only once did they have a brush with an enemy fighter. "Every time the Hun came in to attack, the skipper turned to meet him. He seemed to get tired of these tactics, fired a parting burst and left," Ken said.

The greatest thrill of Ken's tour was on the 1000 bomber raid to Cologne. "To look everywhere and see your own aircraft going to and coming from the target was an inspiring sight," he said, "and apart from that, the place was burning like merry hell".

Every time the squadron was on ops the cats in the Sergeant's Mess were missing. "Yeah, we swiped the Mess cats for mascots," Ken laughed. "The staff didn't like the idea of their best mousers going on operations. Each cat had a log book and their flying time was faithfully recorded."

After Ken finished his tour of operations, he was posted to a distant station to instruct at an operational training unit. He would often come back to his old station to visit his girl who lived nearby. He came back on December 28 last year with marriage in his eye. By this time, news had reached his old station that Ken had won the DFC. His friends, not knowing he was to be married, approached him and congratulated him on this award. Ken, not knowing he had won the gong, assumed they were marriage congratulations. Finally, an RAF lad he knew well approached him and the conversation went....

"Congratulations old boy. How about a drink?"

"Don't mind if I do," Ken replied.

"As a matter of fact I think you should be buying old boy."

"Why?" Ken. "Because I'm getting married?"

"No. Because you're a bally hero. You've won a gong."

That's how Ken found out he had won a decoration. The citation accompanying the award reads: "As Navigator, this officer has taken part in many sorties including such heavily defended targets as Bremen, Wilhelmshaven, Hamburg, Essen and Cologne. He has also completed many minelaying operations. His outstanding skill, extensive knowledge and determination have contributed materially to the successes achieved."

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METHERAL, P/O Robert Keith (J18989) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 28 December 1943 as per **London Gazette** dated 7 January 1944 and AFRO 410/44 dated 25 February 1944. Born in Moose Jaw, Saskatchewan, 4 January 1923; home in Wapella, Saskatchewan; enlisted in Regina, 5 August 1941. Trained at No.7 ITS (graduated 27 February 1942), No.19 EFTS (graduated 5 June 1942) and No.11 SFTS (graduated 9 October 1942). Commissioned 1943. Released 29 June 1945. Rejoined RCAF, 22 July 1952 (209521); retired 5 February 1970, settling in Lindsay, Ontario. Medal presented at Buckingham Palace 1 August 1949. RCAF photo PL-26859 (ex UK-7325 dated 13 January 1944) is captioned as follows: "Immediate award of the Distinguished Flying Cross is P/O R.K. Metheral, Wapella, Saskatchewan, has been announced by the Air Ministry. The Saskatchewan flier is a pilot with the Moose Squadron, of the RCAF Bomber Group and is a veteran of 26 operational trips over enemy territory. On one occasion during an attack on Kassel his aircraft was attacked five times by a FW.190." Caption continues that all his operations were with No.419 Squadron; also that he had a brother overseas with the Royal Canadian Ordnance Corps. Photo PL-32424 is a portrait.

This officer has completed many sorties and has set a fine example of skill, courage and devotion to duty. His determination to complete his missions successfully has always been evident. This was well illustrated on a recent occasion when detailed to attack Leipzig. On the outward journey, with the target many miles distant, one of the bomber's engines failed. Although some height was lost, Pilot Officer Metheral went on to make a successful attack and afterwards returned safely to base. On another sortie his aircraft was subject to fighter interference at five different periods but this did not prevent him from completing his mission successfully.

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MEYER, FS Rean Egerton (R73711) - **Mention in Despatches** - No.9426 Servicing Echelon (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 7 February 1902 in Grandby, Quebec; home there. Electrician's Helper for five years; electrician for three years with Ford Motor Company; Assistant Plant Manager for Bell Telephone (five years); electrician with Imperial Tobacco for eight years. Enlisted in Montreal, 10 October 1940 as Electrician. Posted next day to No.1 Manning Depot. To Technical Training School, St. Thomas, 6 December 1940. Promoted AC1, 10 May 1941. To No.11 SFTS, Yorkton, 14 May 1941. Promoted LAC, 1 October 1941. Promoted Corporal, 1 April 1942. To "Y" Depot, 1 September 1942. To RAF overseas, 20 October 1942. Disembarked in Britain, 4 November 1942. To No.5 PDC (whatever that is), 5 November 1942. To No.426 Squadron, 27 November 1942. Attached to Vickers Armstrong, 3-20 March 1943. Promoted Sergeant, 1 May 1943. Promoted Flight Sergeant, 1 August 1943. Attached to Linton-on-Ouse, 24 July to 28 November 1943. To No.9426 Servicing Echelon, 29 November 1943. To No.62 Base, 12 August 1944. To No.63 Base, 8 June 1945. Repatriated 7 August 1945; to No.2 Release Centre, 14 August 1945; discharged 21 September 1945. As of 1947 he was living in Granby, Quebec. Died in Granby, 16 June 1960 as per **Legionary** of August 1960. No citation in AFRO; DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 31 July 1944. Enlisted 10 October 1940; served 24 months in Canada, 21 months overseas.

Flight Sergeant Meyer was appointed Non-Commissioned Officer in charge of the Electrical Section when the Echelon was formed. His keen attitude towards his work and the efficient organization of his section have marked him out as a Non-Commissioned Officer of the highest type. Often required to be on the job for long hours at a stretch working on aircraft needed for operations, his untiring energy and enthusiasm have set a splendid example for all ranks.

Note: Assessment dated 4 February 1945: "This man is an excellent Non-Commissioned Officer and tradesman." (F/O J.W. Lee).

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MEYER, S/L Sven Olaf (J6145) - **Distinguished Flying Cross** - No.177 Wing - Award effective 24 May 1944 as per **London Gazette** dated 2 June 1944 and AFRO 1660/44 dated 4 August 1944. Born in Copenhagen, Denmark, 22 September 1916; home in Town of Mount Royal, Quebec. Educated at McGill and Sir George Williams Universities. Summer employment, 1933 to 1939 with National Brewers Limited. Employed as Accountant, 1940 by Trader Finance Corporation. Enlisted in Montreal, 14 October 1941. To No.2 SFTS (guard duty), 9 November 1940. To No.1 ITS, 3 January 1941; graduated and promoted LAC, 3 February 1941; posted that date to No.1 AOS; graduated 27 April 1941 and posted to No.1 BGS; graduated and promoted Sergeant, 9 June 1941. Posted on that date to No.1 ANS; graduated and commissioned 8 July 1941. Embarked from Canada, 26 July 1941. Taken on strength of No.3 PRC, Bournemouth, 4 August 1941. To No.17 OTU, 16 August 1941. To No.1428 Conversion Flight, 2 January 1942. To No.1444 FTS (Ferry Training Flight ?), 26 February 1942. However, another form stated that on

this date he was posted to No.1666 FTF. This seems an error; see notes below on form he filed when returned to Canada. Proceeded to Portwreath, 29 March 1942. Reached Karachi, date not shown. To No.62 Squadron, 20 April 1942. Temporary duty at Chakala, 27-29 June 1942 (ferrying aircraft). Promoted Flying Officer, 8 July 1942. Promoted Flight Lieutenant, 8 July 1943. Detached from No.62 Squadron to No.1 Hill Depot, 28 August 1943. To Chakala, 5 September 1943. Temporary Duty at Headquarters, No.177 Wing, 23-27 October 1943. Temporary Duty from Chakala to No.62 Squadron, 7 November 1943. Temporary Duty at Delhi, 18-20 November 1943. Temporary Duty at Calcutta, 11 December 1943. Temporary Duty at Delhi and "Pindi", 28-30 December 1943. Temporary Duty at Rawalpindi and Bombay, 5-13 January 1944. Posted from No.62 Squadron to Headquarters, No.177 Wing, 1 February 1944. Temporary Duty, Delhi, 4-5 February 1944. Temporary Duty at Dhamial and Argartalus, 16-20 February 1944. Temporary Duty to Dolazari, 18-21 March 1944. Temporary Duty to Lalaghat, 25 March to 6 April 1944. Struck off strength of No.177 Wing on posting to Worli. Repatriated November 1944. To No.6 OTU, 8 January 1945. Served there to 6 November 1945. Retired 8 November 1945, settling in Town of Mount Royal. Medal presented 24 April 1948. Died May 1977 in Bryn Mawr, Delaware

Flight Lieutenant Meyer is a highly skilled navigator. He has taken part in many operational sorties, several of which were by night and involved landings in enemy territory. The high degree of navigational skill attained by his wing is largely owing to the high standard set by this officer during training.

NOTE: Public Record Office Air 2/9627 has recommendation dated 5 April 1944 when he had flown 353 hours five minutes including 20 sorties since joining No.177 Wing; this document cleared Headquarters, 3 Tactical Air Force (Southeast Asia) on 15 April 1944. Operation THURSDAY was a Chindit offensive launched in February 1944; see Henry Probert, **The Forgotten Air Force: The Royal Air Force in the War Against Japan, 1941-1945** (Brassey's, London, 1995).

This officer carried out 254 operational hours as navigator on Hudson aircraft prior to joining the wing. Since the formation of the wing he has been Wing Navigation Officer, and navigator in Officer Commanding Wing's crew. The high degree of skill shown by crews of the wing in navigating across Burma by night during Operation THURSDAY is undoubtedly due to the high standard he set during training. In addition to the above, he carried out seven sorties himself to both strips used in Operation THURSDAY. On three of these sorties VIPs were carried. He has since carried out a further thirteen night sorties involving landings in enemy territory. The skill and accuracy of his navigation in all these sorties has been a model of exactitude and inspired complete confidence.

On repatriation to Canada (17 November 1944) he filed a form on service overseas. On this he listed the following (which do not coincide completely with movements given above):

17 OTU - 16 August 1941 - crewing and training on Blenheims (52 hours 55 minutes)
No.1428 Flight - 3 January 1942 - training and conversion, Hudsons (29 hours)

No.1444 Flight - 7 March 1942 - training and finishing, Hudsons (20 hours 15 minutes)
Flying own Hudson to India, 1 April to 20 April 1942 (45 hours 50 minutes)
No.139 Squadron - 20 April 1942 - Hudson (29 hours 25 minutes)
No.62 Squadron - 1 May 1942 - Hudsons (104 hours five minutes)
General Reconnaissance School, India - 4 August 1942 - training on DH.89A (14 hours five minutes)
No.62 Squadron - 4 September 1942 - Hudson (232 hours 20 minutes)
No.62 Squadron - 23 May 1943 - conversion - Dakota (56 hours)
No.177 Wing - 7 November 1943 - detached operations, Dakota (366 hours 50 minutes)
No.229 Group - 20 August 1944 - administration (no flying)
BRD, Worli - 30 August 1944 - waiting.

On the same form he stated he had flown eight hours on bomber operations, 263 hours 50 minutes on Coastal operations and 161 hours 40 minutes on transport operations. He tallied these to 425 hours 30 minutes on operations. In addition, he stated he had flown 151 hours 15 minutes on training and 374 hours 40 minutes on "Miscellaneous Time on Squadron". His last sortie had been on 7 July 1944. He described his work as "Conversion to Dakotas - training in paratrooping and supply dropping."

Assessments: "Plenty of energy and drive. His work is characterised by thoroughness and expedition. Will do well when he has gained more experience." (W/C D. Halliday, No.62 Squadron, 1 August 1943; form states he had joined squadron 20 April 1942; assessment covers period of 1 August 1942 to 31 July 1943; noted as having flown 680 hours ten minutes to date).

"Plenty of tact and common sense; shows thought and consideration for the men. An outstanding officer, resolute and skilful as a practical Navigator, competent and conscientious as a Staff Navigator, with sound judgement and common sense above his years. A most likeable personality, popular with his colleagues, NCOs and men. Well fitted to hold a Squadron Leader post." (G/C G.F.K. Donaldson, 1 August 1944, when Meyer was Wing Navigation Officer to No.177 Wing. Form noted he had joined No.177 Wing on 1 February 1944; assessment covered period 1 February to 1 August 1944; statement was that he had flown 1,053 hours, 240 in previous six months.).

"This officer has been at No.6 OTU for only a brief period but he has made a good first impression. He is most cooperative, is an excellent lecturer and seems to be a first class instructor." (S/L E.C. Kendall, No.6 OTU, Comox, 4 February 1945).

Training: Interviewed by F/O P.O. Gadbois, 19 August 1940, who wrote: "Danish citizen. Very quick, intelligent. Smart appearance, very anxious. Above average, athletic type, polite and refined. Highly educated. Very recommendable."

Course at No.1 ITS was 15 January to 3 February 1941. Courses in Mathematics (93/100), Armament, practical and oral (88/100), Signals (95/100), Drill (93/100), Law and Discipline (84/100). Placed ninth in a class of 37. "Excellent Observer material; recommended for a

commission. Keen, alert with plenty of dash. Steady and methodical. Bachelor of Science.” (W/C G.S. O’Brian, 7 February 1941).

Course at No.1 AOS was 3 February to 27 April 1941. Flew in Anson aircraft (28 hours 30 minutes as first navigator by day, 30 hours ten minutes as second navigator by day; three hours ten minutes as first navigator by night; three hours 25 minutes as second navigator by night). In air work described as “Exceptional - 4th out of 40. Very capable, wide awake man in the air, exceptionally neat and accurate logs.” Ground school courses and marks were DR Plotting (139/150, DR and DF written (158/200), Compasses and Instruments (116/150), Signals (85/100), Maps and Charts (55/100), Meteorology (69/100), Photography (83/100), Reconnaissance (50/100). In Ground School he was 22nd in a course of 40. “Above average; very capable; catches on quickly. Ground work is better than marks indicate. Got careless around exam time.”

Course at No.1 BGS, 28 April to 9 June 1941. Flew in Fairey Battle aircraft (15 hours 35 minutes on bombing, eight hours 40 minutes on gunner, all by day). Placed 21st in a class of 37, but G/C G.E. Wait wrote of him, “As class leader his industry and cooperation set a fine example. While his marks were average, his outstanding qualities of leadership and his sense of responsibility fit him for commissioned rank.”

Course at No.1 ANS was 9 June to 7 July 1941. Flew six hours ten minutes as first navigator by day, nine hours as second navigator by day, eight hours five minutes as first navigator by night, nine hours 25 minutes as second navigator by night. Air work described as “Conscientious hard worker. Will improve with experience. Turns out very neat, accurate charts and logs.” Ground school assessment was as follows: “Has difficulty grasping new subjects, but when understood knows how to apply them. Good student, works hard and rapidly.”

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MEYERS, F/O Donald Nicholas (J87283) - **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 near Watson, Saskatchewan, 6 January 1922. Home in Romance, Saskatchewan; enlisted in Saskatoon, 5 May 1941 and posted to No.2A Manning Depot. To No.15 SFTS (guard duty), 21 June 1941. To No.4 ITS, 27 July 1941; graduated and promoted LAC, 6 December 1941; posted that date to No.6 EFTS; graduated 28 February 1942 when posted to No.4 SFTS; graduated and promoted Sergeant, 17 July 1942. To No.1 GRS, 31 July 1942. To No.36 OTU, 9 October 1942. Promoted Flight Sergeant, 17 January 1943; to “Y” Depot, 22 January 1943; to RAF overseas, 23 January 1943. Promoted WO2, 17 July 1943. Commissioned 4 May 1944. Promoted Flying Officer, 4 November 1944. Flew in England, French Morocco, Algeria, Gambia, Gibraltar, Egypt, Palestine, Syria, Libya and Italy. Repatriated 7 August 1945. Retired 19 October 1945. Served again as Education Officer, No.559 Air Cadet Squadron, 18 March to 4 October 1965. Worked as a tree scaler and logger for several B.C. coastal companies and finally in Williams Lake; also resumed flying. Died in Burnaby, 2 August 2002,

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MEYERS, P/O Jacques W. (J96537) - **Member, Order of the British Empire** - No.10 Squadron (AFRO gives unit only as "Overseas") - Award effective 28 December 1945 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born in Chicago, Illinois, 22 August 1918. Home in Winnipeg (clerk); enlisted there 18 July 1940. To Trenton, 20 August 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 26 October 1940; posted next day to No.2 AOS; graduated 19 January 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 2 March 1941 when posted to No.1 ANS; graduated 12 April 1941; posted that date to CPR (i.e. Ferry Command). Departed Montreal 12 May 1941 aboard Hudson AM710; departed Gander, Newfoundland, 16 May 1941. Shot down as a Sergeant and taken prisoner, 16 August 1941 while with No.10 Squadron. Promoted WO2, 1 June 1942. Promoted WO1, 1 December 1942. Commissioned May 1945 with effect from 1 December 1943 and promoted Flight Lieutenant with effect from 1 June 1944. Repatriated to Canada on 8 July 1945; released 27 September 1945 Medal presented 13 September 1947. RCAF photo PL-44428 (ex UK-22013 dated 7 June 1943) shows him with another ex-POW, F/O J.A. Armstrong (Winnipeg) receiving fresh clothes following liberation; caption says he was in Stalag 4B, Muhlburg. No citation, but honours card at DHist states that he was a Flight Lieutenant in January 1946. States that he became "man of confidence" for over 9,000 POWs at Stalag IVB for nearly two years. Elected by men to represent them in dealing with Germans, and responsible to British authorities for administration and discipline of POWs and distributing of Red Cross parcels, etc. Camp was located near Dresden on banks of the Elbe near spot where Americans and Russians met in 1945. In 1946 he was working in advertising department of a Winnipeg department store. A brother, Melvin, was shot down and killed 27 June 1943 with No.427 Squadron. The DHist card also gives the following statement which appears to be close to an official citation.

For distinguished service while a prisoner of war.

At Stalag IVB, Warrant Officer Meyers fulfilled an exceptionally difficult task with outstanding efficiency. In spite of threats, he was always resilient in complaining to the Germans and in attempting to obtain betterment of the living conditions for the prisoners of war. He invariably proved himself thorough and capable and worked continuously for the benefit of the camp for eighteen months.

NOTE: Public Records Office Air 2/9104 deals with awards to former prisoners of war. It includes many brief testimonials to Meyers (and one letter from an officer complaining that Meyers did not support escape attempts to the point that he was almost a "collaborator"). The balance of opinion was clearly in his favour. The following statement was prepared by Warrant Officer R.P. Mogg, RAF, "Late Adjutant Luftwaffe 6 and Stalag 357" respecting "J96537 P/O Jack Washington Meyers, RCAF, formerly R59567 Warrant Officer."

I would like to draw particular attention to the splendid work of this Warrant Officer during his period of imprisonment.

While he was with me at Stalags Luft 3 and Luft 6 he played an extremely important part in camp life, particularly in the sporting side of the camp. He was instrumental in getting basketball, ice hockey and a number of other sports going.

At the end of July 1943, Warrant Officer Meyers was posted away from Stalag Luft 6. I had no close contact with him after this date but I heard of the good work he was doing from a number of sources and make a report herewith.

After leaving Luft 6, Warrant Officer Meyers travelled to Luft I, Stalag 7A and finally to Stalag 4B where he remained until he was liberated. On arrival he found 75 newly captured airmen of the Royal and Dominion Air Forces in the camp and was asked by them to take over the organization as far as they were concerned. This he did in a most excellent manner. With the fall of Italy prisoners of all services began to flow into 4B, and by the end of 1943 there were some 20,000 Allied prisoners in the camp, 1,500 of them being airmen and airborne troops as the Germans insisted on treating air troops as members of the RAF; 9,000 Army Non-Commissioned Officers remained in the camp with the airmen while the rest of the 20,000 of the rank of Corporal and below were despatched by the Germans to working parties in the area. All this entailed a considerable amount of work and for a time it was done by Warrant Officer Meyers in conjunction with an Army camp leader.

In February 1944, the good work of Warrant Officer Meyers was recognized when the whole camp, British and American Army and Air Force, elected him as chief Man of Confidence. He then took over the administration of the whole camp which was by then divided into four separate compounds. After D Day there was another great influx of British and American prisoners and by this time the administration of Warrant Officer Meyers had complete control of internal affairs so that newly arrived prisoners were deloused, fed and housed as rapidly as possible.

The Ardennes offensive in December 1944 brought many more men to the camp and the strength increased to over 13,000. Conditions at Stalag 4B were extremely bad. Up to the end of 1944 the Germans attempted to treat British and American prisoners in the same manner as they had treated the Russians. An example of this was an order which attempted to force all British Non-Commissioned Officers to salute German Non-Commissioned Officers. This order was not carried out and continued protests were made by Warrant Officer Meyers in the face of threats from the enemy. Eventually, the Germans had to relax and by the beginning of 1945 the prisoners had things much more their own way. This was due mainly to the untiring efforts of Warrant Officer Meyers.

In the normal life of the camp, Warrant Officer Meyers was instrumental in

getting sport, recreation and education functioning. He also played a great part in stimulating the work of the Escape Committee and in assisting escapes so that the enemy were always in trouble due to these activities.

Throughout his imprisonment Warrant Officer Meyers measured up to the standards and traditions of his service and was an inspiration to every prisoner in the camp.

NOTE: Canadian Army file 54-27-94-56, "Honours and Awards - Prisoners of War - Northwest Europe", in National Archives of Canada, RG.24 Volume 2249 has a letter from Brigadier Marcel Noel to Air Member for Personnel (and particularly S/L J.A. Vila) dated 8 November 1945 mentions him, calling him "Snowy" Meyers and stating in part:

In a camp tenanted mainly by British and Americans, Meyers was re-elected time and again as "Man of Confidence", a liaison appointment as representative of 15,000 PWs, dealing with the Germans. This post placed Meyers in a position to be of great assistance to his fellow PWs, and the fact that he was re-elected several times by his fellows is sufficient indication of his usefulness.

It was ascertained that there were in the camp a number of Warrant Officers (British and American) senior to Meyers who would normally have been appointed on seniority alone, particularly as the voting power lay in the hands of the other nationals.

The website "Lost Bombers" has the following on his being shot down. Whitley V, Z6794 (ZA-C), No.10 Squadron, target Cologne, 16/17 August 1941. This was one of three No.10 Squadron Whitleys lost on this operation; the others were Z6586 and Z6805. Airborne 2209 hours, 16 August 1941 from Leeming. From later de-briefings, it appears that four of the crew baled out, leaving Sergeant E.H. Lager in his cockpit to keep the Whitley stable for the evacuation. Unable to vacate his seat he attempted a crash-landing and was killed in the process. The parachute of Sergeant V/Y/H. Sewell (RCAF) failed to deploy and he fell to his death. Others in crew were Sergeant S.S.Shapiro, RCAF (POW), Sergeant J.W.Meyers, RCAF (POW), Sergeant J.E.Fulkerson, RCAF (POW).

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interview of 28 May 1945; he stated he had flown ten sorties as Observer (navigator).

We took off from Leeming at 2200 hours for our target, Cologne. Due to change in wind and the fact that the captain handed over the controls to the second pilot we were 20 minutes late on arriving at the target. We encountered very heavy flak all the way to the target and amidst flak dropped our bombs. We were at 14,000 feet when flak came again, caught us as the pilot in his evasive action put the kite in a vertical position and both engines cut. He dived to 4,000

feet before the engines came on. At this point we were hit heavy by light flak and fires were starting in the fuselage and wings. After attempts to put out fire and on orders of the captain, I baled out. The spot was Moers, Germany and I hit the ground 1.38 on August 17, 1941. In my opinion we caught it from our lateness on the target.

* * * * *

MEYERS, FS John Reuben Leonard (R94804) - **British Empire Medal** - Station Fort Nelson - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 2 June 1897 at Stillwater, Minnesota, 2 June 1897. Trained as a mechanic before war. Home in Midale, Saskatchewan; enlisted in Regina, 20 March 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To Technical Training School, 9 May 1941. Promoted AC1, 13 September 1941. To No.11 SFTS, 17 September 1941. Promoted LAC, 1 January 1942. Promoted Corporal, 1 October 1942. To Western Air Command, 13 March 1943. Reclassified as Diesel Fitter, 17 April 1943. To Northwest Staging Route, 15 May 1943. To No.4 Staging Unit, 14 June 1943. Promoted Sergeant, 1 November 1943. To No.3 Staging Unit, 6 April 1944. Promoted Flight Sergeant, 4 December 1944. To Northwest Air Command, 28 May 1945. Promoted WO2, 1 March 1946. Reverted to Sergeant, 1 December 1946. Promoted WO2, 2 December 1946. Discharged 29 April 1947. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 7) has citation.

This non-commissioned officer has shown unusual devotion to duty in his untiring efforts to further the war effort by carrying out his duties diligently and efficiently under the most trying circumstances. It is to such non-commissioned officers as Flight Sergeant Meyers who, in the early days of construction and organization of the North West Staging Route when personnel were scarce, frequently carried out the work of several men that is owed the success of the North West Staging Route as it is today. By his efforts, unflagging zeal and devoted service he has made a valuable contribution to the successful flying operations in North West Air Command.

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MICHAEL, P/O Frances Edward (C86456) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 3 October 1919 in Calgary; home in Gleichen, Alberta. Served five months in Royal Canadian Artillery. Enlisted in RCAF at Calgary, 10 June 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 24 July 1940. Promoted AC1, 30 November 1940. To No.7 SFTS, 4 December 1940. Promoted LAC, 1 July 1941. To "Y" Depot, 16 November 1942. To RAF overseas, 10 December 1942. Promoted Sergeant, 14 August 1943 on remuster to Flight Engineer. Commissioned 2 March 1944. Promoted Flying Officer, 2 September 1944. Repatriated 2 August 1945. Retired 27 September 1945. Medal presented 9 July 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to

duty." DHist file 181.009 D.2609 (PAC RG.24 Vol.20627) has recommendation dated 15 August 1944 when he had flown 33 sorties (197 hours 15 minutes) from 2 September 1943 to 3 August 1944. Recommendation gives name as Frank Edward.

Pilot Officer Michael has completed between thirty and forty operational sorties over many of the most heavily defended enemy targets in the capacity of Flight Engineer. His knowledge and skill has been a great source of comfort and his quiet efficiency has created confidence in all members of his crew. He has accepted responsibility eagerly and has acted in the capacity of Deputy Section Leader on many occasions. His splendid record both in the air and on the ground has been an outstanding example to all on the squadron.

The sortie list was as follows:

2 September 1943 - Gardening (3.50)
5 September 1943 - Mannheim (8.10)
6 September 1943 - Munich (11.15)
15 September 1943 - Montlucon (8.00)
16 September 1943 - Modane (8.50)
29 December 1943 - Berlin (7.30)
4 January 1944 - Gardening, La Rochelle (8.00)
6 January 1944 - Gardening, Brest (5.55)
15 February 1944 - Berlin (8.20)
24 February 1944 - Schweinfurt (9.10)
6 March 1944 - Trappes (5.25)
13 March 1944 - Stuttgart (9.20)
22 March 1944 - Gardening, Baltic area (6.15)
11 April 1944 - Gardening, Kattegat (6.10)
18 April 1944 - Paris (5.25)
21 April 1944 - Gardening, Brest (6.00)
22 April 1944 - Dusseldorf (6.00)
24 April 1944 - Essen (4.30)
25 April 1944 - Aulnoyes (4.55)
1 May 1944 - Gardening, Brest (4.50)
11 May 1944 - Boulogne (3.40)
12 May 1944 - Gardening, Borkum (3.25)
21 May 1944 - Au Fevre (4.15)
24 May 1944 - Aachen (4.45)
5 June 1944 - Houlgate (5.25)
6 June 1944 - Conde sur Noireau (6.05)
8 June 1944 - Mayenne (5.30)
10 June 1944 - Versailles (5.50)
21 June 1944 Oisemont (4.35)
24 June 1944 - Bonnetot (3.50, daylight)

25 June 1944 - Gorenflos (4.30, daylight)
6 July 1944 - Siracourt (4.00, daylight)
3 August 1944 - Foret de Nieppe (3.55)

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MICHAEL, F/O Malcolm Hollis (J90873) - **Mention in Despatches** - No.404 Squadron (AFRO says only "Overseas" - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946.. Born 4 March 1924. Home in Toronto; enlisted there 5 June 1942 and posted to No.1 Manning Depot. To No.1 ITS, 26 August 1942; graduated and promoted LAC, 4 December 1942; to No.1 AOS, 27 December 1942; graduated and promoted Sergeant, 16 April 1943. To "Y" Depot, 30 April 1943. To RAF overseas, 26 May 1943. Commissioned 27 September 1944. Promoted Flying Officer, 27 March 1945. Repatriated 2 August 1945. Retired 18 September 1945. Navigator to F/L D.W. Schmidt, which see for a Press Release.

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MICHAEL, FS William (Can 7832) - **Mention in Despatches** - Leeming - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 20 May 1919. Home in Smith Falls; enlisted in Ottawa, 15 September 1939 as Airframe Mechanic. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 18 October 1940. Promoted Sergeant, 15 February 1941. Promoted Flight Sergeant, 1 January 1943. Early postings uncertain; to "Y" Depot, 11 March 1943; to RAF overseas, 27 March 1943. Repatriated 13 June 1945 and apparently assigned either to Tiger Force training or to Very Long Range training. To Eastern Air Command, 1 October 1945. To No.1 ANS, 17 October 1945. To Greenwood, 18 December 1945. To No.9 (Transport) Group, 13 February 1945. To No.164 (Transport) Squadron, 18 March 1946. To Release Centre, 2 June 1946. Released 29 June 1946. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ. Had served 42 months in Canada, 22 months overseas.

This Senior NCO has been employed as the NCO in charge Repair and Inspection Squadron, Leeming. Due to the exigencies of the Service, Flight Sergeant Michael has stayed with his men long after normal working hours. Quite often it has been necessary for him to stay the whole night with his crews so that the maximum number of aircraft may be serviceable for an operational sortie. He has the full confidence of his superior officer and the support of all the airmen under his jurisdiction. He has proven a bulwark of strength in his Section, achieving outstanding results due to the ready response the airmen gave to his leadership. His quiet, efficient and steady characteristics mark him as an exceptional Senior NCO, well deserving of recognition to his contribution to ultimate victory.

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MICHALSKI, W/C Wallace (C1584) - **Mention in Despatches** - Eastern Air Command - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 19 May 1914. Enlisted at Camp Borden, 1 September 1931. Service career interrupted, re-enlisted at Dartmouth, 15 November 1939. Promoted Flight Lieutenant, 1 January 1941. With No.4 (BR) Squadron as of 9 October 1941. Later to No.113 (BR) Squadron, date uncertain. Promoted Squadron Leader, 1 October 1942. To No.167 Squadron, 15 July 1943. Promoted Wing Commander, 1 October 1944. To No.9 (Transport) Group, 11 July 1945. Remained in postwar RCAF, reverting to Squadron Leader, 1 October 1946. Promoted Wing Commander, 1 January 1949. Awarded Queen's Coronation Medal, 23 October 1953 (Wing Commander, Station Centralia). Released 1 March 1963.

As captain of aircraft on anti-submarine operations, this officer has set an excellent example to all personnel under him. Because of his knowledge and experience his contribution in training others has been outstanding. His perseverance and devotion to duty are of the highest order.

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MICHAUD, S/L Joseph Ulric Achille (C1483) - **Air Force Cross** - No.11 EFTS - Award effective 26 October 1943 as per **London Gazette** dated 26 October 1943 and AFRO 2386/43 dated 19 November 1943. Home in Outremont. Enlisted in Montreal, 2 January 1940. Graduated from No.1 SFTS, 13 July 1940. As of 19 April 1941 he was at No.10 EFTS; promoted Flight Lieutenant, 7 November 1941. To No.22 EFTS, 30 March 1942. To No.13 SFTS, 24 August 1942. To No.11 EFTS, 13 February 1943. Promoted Squadron Leader, 1 March 1943. To No.13 SFTS, 24 January 1944. Medal presented 26 June 1944. To Release Centre, 4 January 1945; released 7 March 1945

This officer has completed many hours on instructional flying. As Chief Flying Instructor at this school he has displayed outstanding qualities of ability and leadership. His keen enthusiasm and cheerful devotion to duty have set a fine example to both trainees and instructors.

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MICHIE, F/O Lisle George (J90454) - **Distinguished Flying Cross** - No.550 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 133/46 dated 8 February 1946. Born 23 November 1921 in Toronto; home there; enlisted there 28 July 1942 under Wartime Emergency Training Plan but not posted to Manning Depot until 5 January 1943. To No.2 SFTS (guard duty), 7 March 1943; to No.6 ITS, 5 April 1943; graduated and promoted LAC on 12 June 1943, on which date he was posted to No.12 EFTS; may have graduated 7 August 1943 but was not posted to No.2 SFTS until 7 September 1943; graduated 26 November 1943 when promoted Sergeant. To "Y" Depot, 10 December 1943; to No.4 AGTS, 16 January 1944. To "Y" Depot, 27 February 1944; taken on strength of No.3 PRC, Bournemouth, 30 March 1944. Commissioned 9 October 1944. Promoted Flying Officer, 9 April

1945. Repatriated 30 July 1945. Released 22 September 1945. Medal sent by registered mail, 25 November 1949. Name has also been spelled "Lyle George" but DHist microfilm record indicates "Lisle". No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9112 has recommendation dated 16 May 1945 when he had flown 30 sorties (200 hours 30 minutes).

14 January 1945 - Merseburg (8.40)
16 January 1945 - Zeitz (7.49)
22 January 1945 - Hamborn (5.33)
1 February 1945 - Ludwigshaven (6.52)
2 February 1945 - Wiesbaden (7.03)
7 February 1945 - Cleve (5.46)
8 February 1945 - Politz (8.03)
14 February 1945 - Chemnitz (8.46)
1 March 1945 - Mannheim (6.27)
2 March 1945 - Cologne (5.25)
5 March 1945 - Chemnitz (9.56)
7 March 1945 - Dessau (9.04)
8 March 1945 - Kassel (7.22)
11 March 1945 - Essen (5.16)
12 March 1945 - Dortmund (5.50)
13 March 1945 - Herne B.P. (5.49)
15 March 1945 - Misburg (8.22)
16 March 1945 - Nuremburg (8.23)
18 March 1945 - Hannau (7.25)
21 March 1945 - Bremen (4.24)
22 March 1945 - Hildesheim (5.08)
24 March 1945 - Harpenerweg (5.15)
27 March 1945 - Paderborn (4.52)
31 March 1945 - Hamburg (5.06)
10 April 1945 - Plauen (8.30)
14 April 1945 - Potsdam (8.49)
18 April 1945 - Heligoland (4.20)
22 April 1945 - Bremen (4.53)
25 April 1945 - Berchtesgaden (8.16)
2 May 1945 - MANNA (3.06)

This young Canadian officer has now completed his first operational tour consisting of 30 sorties involving 200.30 flying hours against the enemy as captain of a Lancaster bomber. This enthusiastic and gallant captain has carried out attacks on a wide number of targets throughout the Reich such as Politz, Chemnitz, Mannheim, Essen, Merseburg, Nuremburg and Plauen.

In the face of the heaviest flak and fighter defences or in overcoming the most severe winter weather the cheerfulness and determination of this courageous officer was an inspiring example. He led his crew with a quiet efficiency and confidence which inspired their highest sense of duty and morale.

No matter how arduous the battle over the target, he pressed home his attacks with the utmost bravery and determination to ensure a successful completion of each attack. Such gallantry, efficiency and fine leadership, combined with skilful pilotage, well merit the award of the Distinguished Flying Cross.

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MICK, F/O Paul Alexander (J22716) - **Air Force Cross** - No.3 (O) AFU - Award effective 1 September 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 13 March 1920. Home in Powassan, Ontario; enlisted in Toronto, 10 September 1940. To No.1 BGS, 30 September 1940. Graduated and promoted LAC, 28 October 1940 when posted to No.6 (BR) Squadron. Promoted Sergeant, 25 November 1940. To No.120 Squadron, 8 June 1941. Remustered to pilot and posted to No.4 ITS; to No.5 EFTS, 1 August 1942; to No.10 SFTS, 26 September 1942; graduated and commissioned, 22 January 1943. To "Y" Depot, 5 February 1943. To RAF overseas, 4 March 1943. Disembarked in Britain, 17 March 1943. To No.11 (Pilots) AFU, 27 April 1943. Attached to No.1534 Beam Approach raining Flight, 1-16 June 1943. To SPTU (whatever that is), 22 June 1943. Promoted Flying Officer, 22 July 1943. To No.3 (Observer) AFU, 28 July 1943. Promoted Flight Lieutenant, 22 January 1945. Repatriated 13 April 1945. To Trenton, 14 April 1945. To No.13 EFTS, 15 May 1945. To Central Flying School, 19 September 1945. To No.1 FTS, 15 October 1945. Retired 19 January 1946. Attended University of British Columbia, 1947 to 1950 and obtained Bachelor of Forestry Science. Rejoined RCAF on short service commission, 28 May 1951 (40569). To FIS, Trenton, 29 June 1951. To No.3 FTS, Claresholm, 29 September 1951. To PRTS, Calgary, 15 October 1951. To No.4 FTS, Calgary, 14 March 1952. To Station London, 17 May 1953 for duty with No.2 Personnel Selection Unit. Promoted Flight Lieutenant, 1 July 1955. To No.2 (Maritime) OTU, Summerside, 9 February 1957. To No.407 Squadron, Comox, 10 June 1957. To No.5 Air Division, Victoria, 17 October 1960 for duty at Esquimalt and Executive Assistant to Air Commodore G.C. Truscott. To Maritime Headquarters Pacific, 8 August 1963. Retired 9 November 1964. Medal sent by registered mail, 25 November 1948. Died in Victoria, 18 September 1970 as per British Columbia Vital Statistics. No citation in Canadian sources. Public Records Office Air 2/9019 has recommendation drafted when he had flown 873 hours of which 230 were in previous six months.

This officer has been outstanding as a pilot and has fulfilled the duties of deputy flight commander efficiently and conscientiously. He has set a very high

standard in airmanship and has excelled in flying in adverse weather conditions. Flying Officer Mick has inspired confidence in all who have flown with him, particularly aircrew personnel under training.

Notes: On repatriation to Canada, 6 March 1945, he stated he had flown 857 hours 40 minutes (all non-operational) overseas as staff pilot (64.00 on Oxfords, 783.40 on Ansons).

Course taken at Central Flying School, 18 June to 5 September 1945. Course involved 62.40 day solo on single engine elementary aircraft, 30.50 day dual on single engine aircraft; 9.30 day dual, 2.00 night dual on solo on single engine advanced trainer, 12.00 day solo and 4.00 night solo on single engine advanced trainer; 4.50 day dual and 7.30 on day solo, twin-engined advanced trainer. "A very good pilot with a good knowledge of sequences." (F/O I.A. Hare). Tested on 5 September 1945 on Cornell and Harvard when assessed under following headings: Sequence - "Just average"; Voice - "Clear"; Manner - "Pleasant"; Ability to impart knowledge - "Average"; Ability as pilot - "Above average"; Remarks - "Has the ability to become a good instructor but must improve general knowledge and organization of briefing." (S/L L McLeod, Examining Officer and W/C D.J. Brooker, 21 September 1945).

Courses taken following No.2 (M) OTU training were listed as follows - Julie Training (Naval Air Station, North Island, California, February-March 1959), Joint Anti-Submarine School, Londonderry (April-May 1959) and P2V-7 conversion course (Summerside, September 1958).

Selected Assessments: "A definite improvement in instructional ability has been displayed by Flying Officer Mick in the past three months. He appears to be more sure of himself and is now considered to be an asset to the unit. Flying Officer Mick is keen and sports and takes an active interest in softball, golf, etc. He takes an active interest in mess activities, is a keen bridge player, and his social conduct is beyond reproach. Flying Officer Mick enjoys a happy family life and his financial affairs appear to be secure. // Flying Officer Mick is a good lecturer, and if his instructional ability continues to improve, it is considered that he would be an asset to any training unit." (F/L E.R.B. Gray, No.4 FTS, Calgary, January 1953).

"Flight Lieutenant Mick was employed at No.2 Personnel Selection Unit (Officers) for more than three years as an aircrew assessor. During this time he worked for three different officers who all considered him to be one of their best men. He was a capable and methodical officer and although somewhat lackadaisical, could be relied upon to organize and produce when required. I cannot recall an occasion when he was assigned a job whether as editor of the station newspaper or as an ALCO that the task was not completed to the satisfaction of all concerned. He was a regular supporter of station functions and was always amongst the first to complete his flying requirements. I shall be very surprised if he is other than a welcome addition to Maritime Air Command." (S/L J.H. Phillips, Station London, 19 February 1957).

"Flight Lieutenant Mick was selected as captain of the 407 Squadron Training Analysis and Tactics crew because of the ability, energy, aggressiveness and maturity he has displayed during the previous two and one-half years on the squadron. The selection proved to be correct in that this officer has continued to demonstrate these attributes. Flight Lieutenant Mick should do extremely well in his new position as Aide to the Deputy Commander Maritime Pacific." (S/L R/G.P. Chisholm, No.407 Squadron, Comox, 27 September 1960). To this, W/C J.C. McCarthy (Commanding Officer, No.407 Squadron) added on 6 October 1960, "A mature and capable officer possessing a wealth of service knowledge and experience. Flight Lieutenant Mick has done a commendable job as a Maritime Captain and is capable of assuming the responsibilities of a higher rank."

"Flight Lieutenant Mick served as a pilot in 407 Squadron when I was in command and for the last three months has been on the same staff at Esquimalt. // Flight Lieutenant Mick is an above average officer in every respect. He is an excellent pilot and he has displayed, as captain of maritime crews, a very high sense of responsibility and an energetic approach to any assigned tasks. In the three months he has been executive assistant to the Commander, 5 Air Division, Flight Lieutenant Mick has demonstrated that he can be firm in his dealings with civilian and service personnel and still be tactful and discreet. His obvious sincerity and self-confidence creates an immediate good impression. // This officer is interested in sports and takes an active part in social activities. His family and financial affairs are beyond reproach. Flight Lieutenant Mick is highly recommended for promotion." (W/C W.D. Foster, RCAF Component Esquimalt, 12 January 1961).

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MICKLEWRIGHT, Corporal Ernest Gordon (R132483) - **Mention in Despatches** - No.103 Squadron (AFRO gives only "Overseas" as unit) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born in Regina, 6 August 1923. Home in Regina; educated there including Drafting Mechanical School; prewar clerk and contractor. Enlisted in Regina, as Radio Mechanic, 5 November 1941 as Radio Mechanic and posted to No.3 Manning Depot. To University of British Columbia, 1 February 1942. Promoted LAC, 22 May 1942. To No.1 Manning Depot, 23 May 1942. To No.31 Radio School, date uncertain. To No.31 Personnel Depot, 15 August 1942. To RAF overseas, 24 September 1942. To No.103 Squadron, 29 October 1942. To No.166 Squadron, 7 June 1943.. Returned to No.103 Squadron, 15 September 1943. To No.13 Base, 19 March 1944. Promoted Corporal, 1 October 1944. Repatriated, 24 September 1945. To No.6 Release Centre, 5 October 1945. Retired 8 November 1945. Died in Oshawa, Ontario, 23 May 1993. No citation in AFRO.

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MIDDLEMASS, F/L Joseph Gilbert (J5097) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 18 November 1942 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 20 December 1916 at Wainwright, Alberta; home there; enlisted in Edmonton, 18 July 1940 and posted to No.1 Manning Depot. To No.8 (BR) Squadron, 16 August 1940. To No.1 ITS, 11 October 1940; graduated and promoted LAC, 7 November 1940; posted next day to No.3 AOS; graduated 2 February 1941 when posted to No.4 BGS; graduated and promoted Sergeant, 16 March 1941; posted that date to No.1 ANS; graduated and commissioned on 25 April 1941. To Embarkation Depot, 4 May 1941. To RAF overseas, 14 May 1941. Promoted Flying Officer, 28 April 1942. Promoted Flight Lieutenant, 26 April 1943. Repatriated 4 December 1943. To No.1 CNS, 12 January 1944. To No.2 AOS, 11 February 1944. To No.7 AOS, 14 July 1944. To No.31 Personnel Depot, 5 January 1945. Taken on strength of No.3 PRC, 9 January 1945. Repatriated 29 December 1945. To No.7 Release Centre, 5 January 1946. Retired 9 February 1946. Medal presented at Buckingham Palace, 29 June 1945. Died in Edmonton, 16 July 2002. RCAF photo PL-45058 (ex UK-22456 dated 5 July 1945) taken following investiture at Buckingham Palace - left to right are F/L J.G. Middlemass (DFC, Toronto), F/O J.M. Stevenson (Texas), Corporal A. Anderson (Woodstock), and F/L H.J. Jennings (DFC, Toronto).

Flight Lieutenant Middlemass has taken part in many attacks on the enemy's most heavily defended targets. He has consistently proved himself to be a highly skilful navigator while his unflinching courage and determination when under fire have set a magnificent example.

Document DHH 79/507 has a brief Escaper report notes his capture on 19 November 1942 and states:

Baled out on bombing raid near Turin. Ordered to do so by the Captain.
Rounded up by Italians and taken to Camp. Broke camp 12th September [1943] and made own way slowly down the line remaining in the hills for some time.

He had been held in Camp PG.78. The report noted that some 2,400 persons had escaped the camp and about 700 had been recaptured.

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MIDDLEMISS, P/O Kenneth Robert (J19034) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. Born 11 March 1918 in Tregarva, Saskatchewan; home in

Hearne, Saskatchewan. Attended University of Saskatchewan (Saskatoon); enlisted in Regina, 25 October 1940 as Nursing Orderly. To No.1 Manning Depot, 3 November 1940. To No.2 SFTS (guard duty), 18 November 1940; to No.2 Training Command, 17 December 1940. Posted to No.1 ANS, Rivers, 20 December 1940. Reclassified as Laboratory Assistant, 16 February 1941. To No.3 BGS, Macdonald, 12 March 1941. Promoted LAC, 25 April 1941. To No.4 ITS, Edmonton, 22 June 1941. Remustered for aircrew, 14 March 1942 and commenced aircrew training at No.4 ITS. Posted to No.2 AOS, Edmonton, 24 May 1942. Graduated and promoted Sergeant, 11 September 1942. To "Y" Depot, Halifax, 26 September 1942. To RAF Trainee Pool, 27 October 1942. Disembarked in Britain, 4 November 1942. To No.6 AOS (No.25 Group), 2 March 1943. Injured in crash of Anson N5254, 10 March 1943. To No.30 OTU, 30 March 1943. To No.1662 Conversion Unit, 15 June 1943. To No.12 Squadron, 18 July 1943. Commissioned 26 October 1943. Killed in action, 14/15 January 1944 (Lancaster JB542); buried in Germany. Medal presented to next of kin, 1 December 1948. No citation other than "...completed...many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8782 has recommendation dated 10 December 1943 when he had flown 23 sorties (161 hours) as follows:

27 July 1943 - Hamburg
29 July 1943 - Hamburg
2 August 1943 - Hamburg
9 August 1943 - Mannheim
10 August 1943 - Nuremburg
12 August 1943 - Milan
15 August 1943 - Milan
27 August 1943 - Nuremburg
30 August 1943 - Munchen
31 August 1943 - Berlin
3 September 1943 - Berlin
6 September 1943 - Munich
2 October 1943 - Munich
4 October 1943 - Frankfurt
7 October 1943 - Stuttgart
3 November 1943 - Dusseldorf
10 November 1943 - Modane
18 November 1943 - Berlin
22 November 1943 - Berlin
23 November 1943 - Berlin
26 November 1943 - Berlin
2 December 1943 - Berlin
16 December 1943 - Berlin

Pilot Officer Middlemiss is a Canadian navigator who has now completed twenty-three operational sorties against targets in Germany and Italy, outstanding among which have been Hamburg, Milan, Nuremburg and Dusseldorf, whilst he recently visited Berlin no less than five times in fourteen days.

This officer's exceptional navigational skill has inspired the greatest confidence in the other members of the crew, and his selfless devotion to duty and unconquerable spirit of determination have set an example worthy of the highest traditions of the service to which he belongs.

Pilot Officer Middlemiss is strongly recommended for the award of the Distinguished Flying Cross.

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MIDDLEMISS, F/L Robert George (J15958) - **Distinguished Flying Cross** - No.403 Squadron - Award effective 12 May 1944 as per **London Gazette** dated 19 May 1944 and AFRO 1380/44 dated 30 June 1944. Much of what follows, including quotations, are from a biography he prepared when appointed Honorary Colonel of No.427 Squadron. Born in Montreal, 30 July 1920; home there; educated at Commercial High School of Montreal. Early in 1940 he approached the RCAF but was told that he would be called when an opening came. On 12 July 1940 he joined 3rd Canadian Motorcycle Regiment, Canadian Active Service Force. Called for RCAF service, enlisted in Montreal, 14 September 1940. Reported to No.1 Manning Depot, Toronto, 17 September 1940 ("oufitted with uniforms, drill and route marches, medicals and inoculations). Guard duty at No.5 (BR) Squadron, North Sydney, 8 October to 13 November 1940 ("guarded the hangar, fuel and ammunition dumps. My first flight was in a Stranraer aircraft.") Posted to No.1 ITS, Toronto, 14 November 1940. Subjects were navigation, mathematics, Morse code, Air Force regulations, physical training, drill and Link Trainer; graduated 21 December 1940 and posted next day to No.13 EFTS, St. Eugene, Ontario where he flew Fleet Finch aircraft (27.45 hours dual, 25.05 solo. Graduated 10 February 1941 and posted to No.9 SFTS, Summerside; Harvard aircraft, flying 47.30 dual and 40.35 solo. Graduated 3 May 1941. Further trained at No.57 OTU, Hawarden, Cheshire, 2 July to 10 August 1941 (Master aircraft, 2.35 dual and 5.10 solo; Spitfire aircraft, 35.55 hours). Served with No.145 Squadron, Catterick, Yorkshire, 11 August to 19 September 1941 ("Flew Mark II Spitfires and gained operational experience. Carried out operational flights protecting convoys in the North Sea and Air Defence patrols in the area.") With No.41 Squadron, Merston and Satellite West Hampnett, 20 September 1941 to 1 April 1942 ("Flew Spitfire Mk. V. Operations consisted of convoy patrols in the English Channel, Fighter Sweeps, Rhubarbs, Bomber escorts. Air Defence patrols in 11 Group Sector including defence against low flying fighter-bomber attacks.") . With No.403

Squadron, 28 April to 11 May 1942, North Weald and South End, Essex ("Squadron required a number of operational experienced pilots to help rebuild the squadron after recent losses.") With No.249 Squadron, Takali, Malta, 3 June to 1 August 1942, arriving after fly-off from HMS **Eagle** (Operation STYLE, when four of 31 aircraft were shot down by Bf.109s). Victories as listed; shot down and wounded on 7 July 1942. At No.52 OTU, Aston Down, 9-23 September 1942 following recuperation in hospital. With No.53 OTU, Llandow, Wales, 23 September 1942 to 19 April 1943 ("We trained recently graduated pilots on Master and Spitfire aircraft; this consisted of checking pilots out on Spitfire aircraft, formation flying, gunnery, tactics and aircraft recognition.") With No.130 Squadron, Drem, Scotland and Ballyhalbert, Ireland, 19 April to 9 May 1943 ("Flew Spitfire Mk. IX aircraft. The aim was to sharpen our operational skills before returning to an operational squadron in the South."). With No.403 Squadron, 9 May 1943 to 1 March 1944, at Kenley, No.127 Airfield and Headcorn, Kent. ("Flew Spitfire Mk.IC aircraft. Promoted to Flight Lieutenant and given command of 'B' Flight. Operations consisted mainly of Fighter Sweeps, Rhubarbs, escorting B-17 Fortresses and B-24 Liberators. Damaged two more enemy aircraft during this tour. 127 Airfield at Headcorn - we lived in tents, operated and worked in the field under canvas in preparation for 'D' Day".) With No.144 Airfield, Diby, 1 March to 3 April 1944 ("Flew Mk.IX aircraft. Having completed two tours of operations was repatriated to Canada.") At No.1 OTU, Bagotville, 1 June to 28 October 1944 ("Flew harvard and Hurricane aircraft and posted to the Air Firing Squadron. Pilots going through basic and intermediate flying then came to Air Firing Squadron for air-to-air and air-to-ground firing, bombing and rocket firing. As training was slowing I was to move once more.") At No.7 OTU, Debert, Nova Scotia, 28 October 1944 to 30 June 1945 ("Flew Oxford and Mosquito aircraft. While there attended 1 Composite Training School, Officer Administration Cours, Toronto.") Attended RCAF Staff College, Toronto, 1 July to 17 December 1945 ("I was one of four Flight Lieutenants to be accepted for this first post-war course. Graduated and awarded 'psca'.") From 7 January to 10 April 1946 he was with Radio and Communications School, Clinton, Ontario, as Station Adjutant. ("Shortly after AFHQ decided that all Staff College graduates should be posted in AFHQ.") At AFHQ, 1 May 1946 to 1 June 1948 ("AMSO/DOE spent one year preparing amending Kings Rules and Regulations and preparing submissions for the Governor-General in Council. The second year was with AMOT/DADO as Fighter Operations Officer. During my stay I ferried four Mustang aircraft to Gimli; these were acquired from the USAF and I prepared a full report on their condition on my return.") At RAF Central Fighter Establishment, West Raynham, Norfolk, 2 June 1948 to 13 June 1950 ("I was the first RCAF Exchange Officer posted to this unit. CFE was the home of the Day Fighter Leaders Course, Night Fighter Leaders Course and Air Fighting Development Squadron. AFDS developed and tested operational procedures for fighter squadrons of the RAF. Flew Vampire and Meteor aircraft".) From 14 June to 14 December 1950 he was with No.421 Squadron, Chatham, New Brunswick ("I was posted in as 'B' Flight Commander. Flew Harvard and Vampire aircraft. In December the squadron was to move to Odiham, England, and having just spent two years overseas I was moved to a Unit on base.") From 14 December 1950 to 18 March 1951 he was

with No.1 (Fighter) OTU, Chatham ("Posted as a Flight Commander to train newly graduated pilots from Service Flying School to jet aircraft. This course on graduation was to form 441 Squadron at St. Hubert. Flew Harvard and Vampire aircraft.") On strength of No.441 Squadron, St. Hubert, 18 March to 29 November 1951 ("Flew T-33 and Sabre aircraft. I was posted in as a Flight Commander. While with the squadron I was sent to Central Experimental and Proving Establishment, Ottawa to check out in the new all-Canadian CF-100 All Weather Fighter, then to take it across Canada and demonstrate it to RCAF bases and public air shows. On my second flight a cracked main spar was discovered, grounding the aircraft and delaying the aircraft entering Service for six months. On November 14th I was promoted to Squadron Leader.") From 29 November 1951 to 26 September 1953 he was with No.421 Squadron, initially at St. Hubert ("Took command of the newly formed squadron. Flew T-33 and Sabre aircraft. September led the squadron across the Atlantic on Leapfrog II to 2 Wing, Gros Tenquin, France.") From 26 September 1953 to 19 August 1956 he was with No.1 Overseas Ferry Unit, St. Hubert ("Formed unit, was the first Commanding Officer. During this tour the Unit delivered 650 Sabre aircraft to the squadrons on the Continent. I completed 18 Random Operations during the tour.") From 20 August 1956 to 4 December 1961 he was on strength of AFHQ ("VCAS/COR/SADR as Operational Project Officer for the replacement of the Sabre aircraft. I headed a team of officers and evaluated aircraft in Canada, USA, UK, France and Sweden to determine the aircraft that would best meet the RCAF requirements as a Strike/Attack aircraft. The two aircraft that came closest to meeting these requirements were the Lockheed F-104 Starfighter and the Grumman Super Tiger F-11F-1F. In June 1959 I flew and evaluated the aircraft at bases in California. The Canadian government final selection was the F-104. On August 14th was promoted to Wing Commander and selected to be the first 104 Squadron Commander.") From 4 December 1961 to 3 February 1962 at No.2 Advanced Flying School, Gimli, Manitoba ("advanced flying on T-33 aircraft"). Next, 3 February to 22 June 1962, at No.1 Sabre Transition Unit, Chatham, New Brunswick ("The course was made up of 25 pilots. Flying was carried out on Sabre aircraft and designed to teach low level flying and low level navigation procedures.") From 22 June to 7 December 1962 at No.3 Strike/Reconnaissance Operational Training Unit, Cold Lake, Alberta ("Flew T-33 and CF-104 Starfighter aircraft. The 25 pilots completed the course but on December 8th, AFHQ divided the group into two Squadrons - 13 pilots to form 427 Strike/Attack Squadron and the other twelve plus an instructor to follow several months later as 434 Squadron.") From 8 December 1962 to 19 June 1964 he was overseas again; ("427 Strike/Attack Squadron, 3 Wing, Zweibrucken, Germany. Flying progressed smoothly along with the necessary training required by all sections on the Base. It was necessary for us to become fully operational and ready to pass the Tactical Evaluation Requirements for the Wing to be considered fully operational. On returning from Christmas leave in England to 1 Wing, Marville, France, in a Bristol Freighter aircraft, on the approach in bad weather, crashed short of the runway. All aircrew and passengers, including my wife, were killed with the exception of a crew member, my daughter and myself. After recuperating in hospital I was repatriated to Canada.") From 20 June 1964 to 7 July 1965 at

AFHQ (“VCAS/COPS/DADO and placed in charge of Fighter Operations.”) From 29 July 1965 to 27 April 1967 he was Commanding Officer, No.6 Strike/Reconnaissance OTU (“On a trip back from vacationing on the west coast and in Calgary, Alberta I suffered a mild heart attack and was hospitalized, and consequently relieved of my Command.”) From 6 August 1967 to 12 November 1968 at NORAD Headquarters, Colorado Springs with the Fighter/Bomber Exercise Branch. On 12 November 1968 his medical category was lowered. With a loss of flying status he requested retirement and was posted back to Ottawa. Final retirement date was 13 June 1969. Died in Barrie, Ontario, 31 July 2013. Chris Shores, **Those Other Eagles** (London, Grub Street, 2004) provides the following victory list: **10 April 1942**, one FW.190 probably destroyed, Boulogne (No.41 Squadron, Spitfire BL405); **27 June 1942**, one MC.202 destroyed plus one MC.202 damaged, Malta (No.249 Squadron, Spitfire BR184, coded T-C); **2 July 1942**, one Bf.109 destroyed, Malta (No.249 Squadron, Spitfire BR295, coded T-H); **4 July 1942**, one Z.1007 destroyed, shared with another pilot, Malta (No.249 Squadron, Spitfire BR295, coded T-H); **12 July 1943**, one Bf.109 damaged, Caudebec area (No.403 Squadron, Spitfire LZ839); **23 August 1943**, one FW.190 damaged, Gosnay area (No.403 Squadron, Spitfire MA585). DFC presented by Governor General, 17 April 1947. With Ontario Government Training Branch 1972-1974, developing training programmes for industry which was funded by the Federal government. Project later transferred to Community College. With George Brown College, 1974 to 1981 (Chairman of Industrial Training Branch, developing training programmes for industry funded by Federal government). Appointed Honorary Colonel, No.427 (Tactical Helicopter) Squadron, 31 October 2003 (term to run to 30 October 2006). RCAF photo PL-22150 (ex UK-5804 dated 1 November 1943) shows him subscribing to a victory loan “at an advanced Canadian airfield in England.” PL-22151 (ex UK-5805 dated 1 November 1943) shows him with Flying Officer Don Stewart of Toronto (squadron adjutant) as he completes victory bond purchase.

This officer has completed two tours of operational duty and has completed sorties both from Malta and the United Kingdom. He has destroyed three enemy aircraft and damaged others. His standard of leadership as a section leader and flight commander has always been high and he has invariably shown outstanding courage.

Public Record Office Air 2/9626 has recommendation drafted 12 March 1944 by S/L R.A. Buckham, noting he had flown 140 sorties (215 hours ten minutes).

The above-mentioned officer has completed two tours of operations in Fighter Command. In his first tour he completed 23 sorties in England and 18 in Malta. He was wounded in Malta and returned to England. In his second tour he completed 99 sorties over enemy territory. He has destroyed three enemy aircraft and damaged five others. His leadership as a section and flight commander has been of a very high standard, and he has been an excellent

example to the pilots under his command.

G/C W.R. MacBrien added his remarks the same day:

Flight Lieutenant Middlemiss has completed two tours of Fighter Operations and throughout has displayed the greatest keenness and ability as a fighter pilot. He has been wounded and has destroyed three enemy aircraft, damaging a further five. I consider that his efforts in Malta and in England merit the non-immediate award of the Distinguished Flying Cross.

This recommendation was accompanied by an exceptionally detailed listing of his sorties, as follows:

No.41 Squadron, England

- 24 December 1941 - Rhubarb; returned, no cloud cover (1.00)
- 27 December 1941 - Rhubarb, returned, no cloud cover (.45)
- 28 December 1941 - Channel sweep (1.30)
- 25 January 1942 - Channel sweep, nothing about (1.25)
- 12 February 1942 - Escorted Hurri-bombers, attack on **Scharnhorst, Gneisenau, Prinz Eugen** (1.45)
- 1 March 1942 - Escorting Blenheims 50 miles off St. Catherine's Point (1.25)
- 3 March 1942 - Sweep, escort for bombers coming back from Paris (1.40)
- 13 March 1942 - Sweep, Ramrod escort, patrol from Calais to Ostend (1.25)
- 14 March 1942 - Sweep, Ramrod escort (1.20)
- 14 March 1942 - Sweep off Le Havre (1.20)
- 25 March 1942 - Circus 117; escort to nine Bostons bombing Le Trait (1.25)
- 26 March 1942 - Ramrod, escorting Bostons to Le Havre (1.15)
- 28 March 1942 - Sweep over Le Havre, nothing about (1.10)
- 10 April 1942 - Sweep, one FW.190 damaged by FS Middlemiss (1.30)
- 13 April 1942 - Rodeo, round trp Dannes-Desvres-Sangette, some flak encountered (1.20)
- 15 April 1942 - Sweep, Calais-Le Touquet area (1.20)
- 16 April 1942 - Sweep, Jerries about but no luck (1.25)
- 16 April 1942 - Sweep (1.25)
- 17 April 1942 - Sweep; took Hurri-bombers to Marquise, flak very close (1.35)
- 17 April 1942 - Circus; escort to twelve Bostons to Rouen (1.50)
- 19 April 1942 - Sweep; failed to meet Hurri-bombers, went as far as Dieppe (1.15)
- 26 April 1942 - Sweep; escorted Hurri-bombers to Calais (1.10)
- 27 April 1942 - Sweep; rear escort to Blankenberche, W/C Hugo baled out, stayed

around until he was picked up. (1.50)

No.249 Squadron, Malta

3 June 1942 - Flew off aircraft carrier HMS **Eagle** to Malta, attacked by '109s (3.30)
5 June 1942 - Scramble, defence of Malta; chased a Ju.88, no luck, too fast (1.00)
6 June 1942 - Scramble, defence of Malta, chased RE.1002s, no luck (1.10)
6 June 1942 - Scramble, defence of Malta, chased RE.1002s, lost them on the water (.50)
8 June 1942 - Scramble, defence of Malta, chased four '109s (.50)
10 June 1942 - Scramble, lots of '109s but no luck (.45)
15 June 1942 - Swordfish patrol, our convoy from west (1.05)
15 June 1942 - Swordfish patrol, escort to convoy (.55)
15 June 1942 - Scramble, defence of Malta; nearly had it broken gas line between Gozo and Sicily (.35)
17 June 1942 - Scramble, defence of Malta, didn't see the '109s (.30)
27 June 1942 - Scramble, defence of Malta, jumped eight Macchia 202s; WO1 Middlemiss destroyed one and damaged another.
29 June 1942 - Scramble, defence of Malta; didn't see anything (1.05)
29 June 1942 - Scramble, defence of Malta, nothing seen (.25)
2 July 1942 - Scramble, left alone; saw five Macchis which immediately half-rolled seeing me (1.10)
2 July 1942 - Scramble, defence of Malta, went to attack '88s but had to go after '109, claimed as destroyed (.40)
2 July 1942 - Scramble, defence of Malta; patrolled minesweepers and then cover for returning aircraft (1.10)
4 July 1942 - Scramble, defence of Malta; one CANT 1007 destroyed by WO Middlemiss (1.00)
7 July 1942 - Scramble, defence of Malta; tried to get the '88s but got an ME.109 damaged, then got hit myself in the right arm and shoulder; baled out 10-15 miles from land; paddled around for two hours (1.05)

No.403 Squadron, England

19 May 1943 - Sweep; swept around Boulogne area; saw several 190s, no engagement (1.35)
21 May 1943 - Circus 301; going to bomb Abbeville but turned back due to weather (1.05)
22 May 1943 - Ramrod, escort to bombers to Zeebrugge (1.45)
1 June 1943 - Sweep; no luck today; 10/10 cloud; came home again (1.05)
12 June 1943 - Ramrod 91; squadron engaged '109s southeast of Yvetot; claimed one

damaged (1.35)

15 June 1943 - Ramrod 95; squadrons engaged by 30+ in vicinity of Rouen (1.20)

28 June 1943 - Ramrod 113; escorted 50 Fortresses to Beaumont-Le Roger (1.40)

29 June 1943 - Ramrod 114 (1.35)

15 July 1943 - Rodeo 245; squadron engaged, Poix area (1.25)

16 July 1943 - Rodeo, engaged again, no claims though; swept Abbeville, Grandvilliers and out at Dieppe (1.30)

26 July 1943 - Rodeo 250; into Armentiers, enemy aircraft around but no engagements (1.40)

27 July 1943 - Ramrod; up around Zeebrugge, down to Courtrai, no excitement (1.30)

28 July 1943 - Ramrod 164; went up to Rotterdam, brought home a lone Fortress (1.30)

28 July 1943 - Ramrod 168; down to Le Havre, then swept up to Abbeville, no luck (1.35)

29 July 1943 - Sweep; over to Amsterdam, wing got three destroyed and two damaged (1.40)

30 July 1943 - Sweep to Schipol aerodrome; squadron got two, down to 4,000 feet over aerodrome (1.40)

31 July 1943 - Sweep, Ramrod 179 to Merville escorting Marauders in (1.40)

8 August 1943 - Sweep down to Poix, no engagements (1.25)

9 August 1943 - Ramrod 191, escorting 26 Marauders to St.Omer. Some Huns up but no contacts (1.25)

12 August 1943 - Ramrod 194, escorted Forts from Germany from around Woensdrecht (2.00)

12 August 1943 - Ramrod. Bounced twenty 109s but they half-rolled away (1.35)

15 August 1943 - Ramrod to Woensdrecht, some Huns about but not seen (1.40)

15 August 1943 - Ramrod 202; sixty Fortresses to Poix and Amiens, bombing good; no engagements (1.45)

16 August 1943 - Ramrod 203 - 180 Fortresses to Bernay, a few Huns about but couldn't get near them (1.40)

16 August 1943 - Ramrod 205; took Marauders to Beaumont, following 12 Huns towards Paris - no engagements (1.50)

17 August 1943 - Ramrod 206; swept 50 miles inland, Forts went on to Italy (1.40)

17 August 1943 - Ramrod 207; went 50 miles to escort Forts out (1.45)

18 August 1943 - Ramrod 208; escorting 36 Marauders to Lille; weather u/s (1.15)

19 August 1943 - Ramrod 210; escorting 60 Forts to Brussels; Huns about but no engagements (1.35)

22 August 1943 - Sweep inland around Rouen, enemy aircraft seen but would not engage (1.35)

23 August 1943 - Ramrod 214, escorting bombers; Wing engaged; claimed 190 damaged by F/O Middlemiss (1.10)

24 August 1943 - Ramrod 215; swept the Conche-Evreux area, lots of cloud but no

enemy aircraft (1.30)

27 August 1943 - Ramrod S.6 - High cover to Bostons; they came back, we went in but could not locate any enemy aircraft.

27 August 1943 - Ramrod S.8 - 240 Forts bombed Forest (ammunition dump) north of St. Omer; three Forts seen to go down after being hit by flak (1.10)

30 August 1943 - Sweep - Marauders bombed same as above, some flak quite close (1.30)

31 August 1943 - Ramrod - Forts to Brussels; Wing was engaged but our squadron was high cover (1.50)

2 September 1943 - Ramrod S.24 - 72 Marauders bombing Hesdin Wood; far too much accurate flak; could not shake it for about 30 miles - German ATS girls, I guess (1.35)

4 September 1943 - Ramrod S.31; high cover to Marauders bombing Lille marshalling yards (1.25)

5 September 1943 - Ramrod; escorting Marauders to Ghent; a few engagements but no claims made (1.45)

6 September 1943 - Sweep; free-lanced around Amiens, lots of flak outlining Boulogne, brought a Mitchell back which crashed and burnt up near Lydd.

6 September 1943 - Sweep; 140 Forts raided Stuttgart; we went in quite a way and brought one Fort out. Ten Forts landed at our base after this do (2.05)

7 September 1943 - Sweep. Took two lots of Forts in around St. Omer district. Some flak; bombing was pretty good (1.40)

8 September 1943 - Sweep; free-lanced around Amiens district, were vectored on to some Huns but could not locate them (1.30)

9 September 1943 - Sweep - The big day - kept up a standing patrol between Cap Griz Nez and Le Touquet and inland but no Huns about (1.25)

9 September 1943 - Sweep - same as above (1.15)

21 September 1943 - Ramrod; Marauders to Beaumont le Roger; some flak about; weather was not good (1.45)

22 September 1943 - Ramrod - 72 Marauders bombed aerodrome at Evreux. No enemy aircraft seen (1.35)

23 September 1943 - Ramrod - 72 Marauders bombed aerodrome at Beauvais; enemy aircraft about but did not engage (1.45)

2 October 1943 - Ramrod 255 - 21 Liberators to Woensdrecht, some flak. No engagements (1.50)

3 October 1943 - Ramrod 258; escorting twelve Bostons out (1.50)

3 October 1943 - Ramrod 259; escorting; Roy Amy aerodrome bombed. 60+ '190s and '109s; Wing got five destroyed and one damaged (1.40)

15 October 1943 - Rodeo 260; nothing to report (1.45)

18 October 1943 - Ramrod 273; escorting 120 Forts to northwest Germany; lots of flak, got hit on port main plan by it (1.45)

20 October 1943 - Rodeo 263; went in at Somme Estuary, then to Arras, to Lille, then straight out to Le Touquet (1.25)

20 October 1943 - Ramrod 277 - 120 Forts to northwest Germany, had to come back after going half-way (1.05)

24 October 1943 - Ramrod 283 - 216 Marauders bombed three Hun aerodromes; lots of Huns up (1.30)

3 November 1943 - Ramrod; 72 Marauders bombed St. Andre aerodrome; quite a few Huns about. No.421 got two (2.00)

4 November 1943 - Rodeo; went to Lille; some Huns about but could not be engaged (1.25)

5 November 1943 - Sweep (1.55)

7 November 1943 - Circus (1.40)

8 November 1943 - Sweep (1.35)

10 November 1943 - Ramrod 307 - 72 Marauders bombed Lille-Vendreville aerodrome. Quite a bit of flak, lots of Spits, no Huns (1.50)

11 November 1943 - Ramrod 311 - 162 Marauders bombing Martinvast, Cherbourg peninsula. Acted as fighter umbrella. Quite a bit of flak from target (1.50)

23 November 1943 - Ramrod; 24 Bostons, 48 Mitchells to Audinghen (1.35)

25 November 1943 - Ramrod; 24 Bostons, 48 Mitchells to Audinghen; acted as fighter umbrella (1.45)

26 November 1943 - Ramrod; escorted 120 Forts out of France in behind Beauvais, not much excitement (2.00)

29 November 1943 - Ramrod, 10/10 cloud all the way, intense light accurate flak from Calais (1.40)

1 December 1943 - Ramrod 343 - 72 Marauders bombing Cambrai aerodrome; not much excitement (1.50)

4 December 1943 - Ramrod 349 (1.40)

5 December 1943 - Ramrod 351; second fighter umbrella, target obscured by cloud; no enemy aircraft (1.40)

13 December 1943 - Ramrod (2.00)

13 December 1943 - Ramrod; flak on both these shows - really not much excitement (1.35)

20 December 1943 - Ramrod 375 (1.55)

20 December 1943 - Ramrod 377 - 40+ Huns around Merville area, rocket guns again (1.40)

21 December 1943 - Ramrod 382; escorting Marauders bombing rocket guns (2.05)

24 December 1943 - Ramrod 392 - 216 Marauders bombing rocket guns on the French coast; no enemy aircraft (1.50)

31 December 1943 - Ramrod 403 - eight boxes of 36 Marauders still having a go at rocket guns. No enemy aircraft (1.45)

4 January 1944 - Ramrod 419; escort to Marauders who bombed the rocket guns again, swept Dieppe, Beauvais, Cayeux area (1.55)
7 January 1944 - Ramrod 433; escorted Forts back from Le Cateau (2.00)
8 January 1944 - Ramrod; seven Mosquitoes bombing rocket guns (1.45)
14 January 1944 - Ramrod 453 (1.40)
21 January 1944 - Ramrod 467. Squadron got into 24+ new FW.190s, had a squirt at one but got a false break. Our squadron got two of them (1.50)
23 January 1944 - Ramrod 472; escorting bombers on rocket guns again (1.50)
24 January 1944 - Ramrod 475; more Marauders bombing rocket guns (1.45)
25 January 1944 - Ramrod; Mitchells and Bostons doing the work today (1.50)
26 January 1944 - Ramrod; Marauders were going to bomb but weather u/s; we swept in anyway, a few Huns up but could not be engaged (1.40)
30 January 1944 - Sweep -fighter sweep for Forts and Libs over Cambrai aerodrome; nothing came up at us (2.05)
3 February 1944 - Ramrod 505 (1.05)
4 February 1944 - Ramrod 552; escorting Marauders in on rocket guns again; no enemy aircraft, no flak (1.40)
15 February 1944 - Ramrod 556; took Marauders in around Paris and Rouen. Enemy aircraft up but would not engage. (2.05)
15 February 1944 - Ramrod 560; cover for bombers. Enemy aircraft seen but would not be engaged (1.45)
20 February 1944 - Ramrod - took lots of Marauders into Holland. No enemy aircraft ((1.40)
4 March 1944 - Ramrod; went to Lille to bring out Forts (1.25)
5 March 1944 - Ramrod; took Forts and Liberators in as far as Paris; some enemy aircraft up but no engagements (2.10)
6 March 1944 - Ramrod 523; Marauders bombing aerodrome near Paris. Chased some Huns down but they disappeared in cloud (2.05)
11 March 1944 - Sweep - farthest we have been with 45-gallon tanks, in to Ardenne Forest to bring Forts out after bombing Frankfurt (2.00)

NOTE: RCAF file 821-4-55 (National Archives of Canada RG. 24 Volume 17797) deals with McKee Trophy recommendations. About April 1956 he was recommended for the McKee Trophy by W/C G.J.J. Edwards. He was then a Squadron Leader with No. 1 Overseas Ferry Unit. Although not approved, the document is interesting for his postwar career, reading thus:

Squadron Leader Middlemiss, Commanding Officer, No.1 Overseas Ferry Unit, has made an outstanding contribution to Canadian aviation in the development of fast and efficient delivery of single engined aircraft to NATO forces in Europe.

During the past 2 ½ years, Squadron Leader Middlemiss's unit has ferried more than 500 single engined jet aircraft over the North Atlantic ferry route without the loss of a single life. The fine record of Operation Random reflects highly on the direction and example set by the Officer Commanding.

As a result of the experience gained on Random operations a new concept of fighter replacement supply is now evident. The latest jet fighter aircraft can now be delivered in an operational state to NATO squadrons within a matter of hours after take-off from bases on this continent. The energy and sound operational planning that Squadron Leader Middlemiss has displayed in organising and developing this overseas ferry supply route is considered an important contribution to the progress of Canadian aviation.

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MIDDLEMISS, F/L William Sidney (J19404) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 6 June 1944 and AFRO 1660/44 dated 4 August 1944. Born in Vanguard, Saskatchewan, 28 May 1920; home in Aneroid, Saskatchewan. Served five years in Royal Canadian Artillery. Enlisted in RCAF, 14 October 1941. To No.3 Manning Depot, 3 November 1941. To No.4 SFTS (guard), 20 December 1941. To No.7 ITS, 15 March 1942; graduated and promoted LAC, 8 May 1942 but not posted to No.2 EFTS until 6 June 1942; graduated 1 August 1942 when posted to No.5 SFTS; 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 7 December 1943. Promoted Flying Officer and Flight Lieutenant, 7 January 1944. Repatriated 23 July 1945. Retired 10 August 1945. Medal presented 6 November 1948. Died at Invermere, British Columbia, 30 November 1999 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/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." Public Records Office Air 2/8780 has recommendation dated 25 February 1944 when he had flown 19 sorties (136 hours) as follows:

18 October 1943 - Hanover
22 October 1943 - Kassel
3 November 1943 - Dusseldorf
21 November 1943 - Berlin
22 November 1943 - Berlin
26 November 1943 - Berlin
3 December 1943 - Berlin
16 December 1943 - Berlin

20 December 1943 - Frankfurt
23 December 1943 - Berlin
29 December 1943 - Berlin
2 January 1944 - Berlin
5 January 1944 - Stettin
27 January 1944 - Berlin
28 January 1944 - Berlin
30 January 1944 - Berlin
15 February 1944 - Berlin
19 February 1944 - Leipzig
24 February 1944 - Schweinfurt

This officer is the Canadian captain of a Lancaster aircrew and has completed 19 sorties comprising 136 hours of operational flying. He has a fine record of achievement, having attacked Berlin no less than twelve times, with a cool and calm deliberation and a confident and capable crew. Other targets which he has attacked include Hanover, Kassel, Dusseldorf and Leipzig.

This officer has continually inspired his crew with his own calm confidence and has made them into one of the most reliable and efficient fighting units. He invariably approaches each ordered task with the same steady, unruffled determination and his most outstanding quality is his capacity for making each sortie a most successful one.

An excellent leader, he is determined to let nothing put him off his task and that outlook is evident in all his actions. As a Captain he has the complete confidence of his crew and has shown to the remainder of the squadron a magnificent example. His continual gallantry and persistence deserve the highest praise and I unhesitatingly recommend him for the award of the Distinguished Flying Cross.

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MIDDLETON, F/L Allan Henry (J13604) - **Air Force Cross** - No.13 SFTS - Award effective 21 April 1945 as per **London Gazette** dated 24 April 1945 and AFRO 802/45 dated 11 May 1945. Born in Brighton, England, 8 June 1919. Educated in St. James, Manitoba. Enlisted in Winnipeg, 29 June 1940. Trained at No.4 ITS (graduated and promoted LAC, 27 February 1941), No.5 EFTS (graduated 24 April 1942) and No.14 SFTS (graduated and commissioned, 28 August 1942). Posted from No.1 Flying Instructor School to No.13 SFTS, St. Hubert, 14 November 1942. Flying accident (no details), 27 November 1942, Promoted Flying Officer, 28 February 1943. To No.14 SFTS, Aylmer, 14 February 1944. To No.13 SFTS (now at North Battleford), 22 February 1944.

Promoted Flight Lieutenant, 1 June 1944. To No.3 SFTS, Calgary, 1 April 1945. To Staff, Canadian Forces School, Toronto, 29 November 1945. To Station Trenton, 20 June 1946. Remained in postwar RCAF (19764), retaining rank of Flight Lieutenant as of 1 October 1946. To Composite Training School, Toronto, 21 March 1947. To Central Flying School, Trenton, 18 May 1947. To AFHQ, Ottawa, 7 March 1949. Promoted Squadron Leader, 1 January 1950. Promoted Wing Commander, 1 July 1953. To RCAF Staff College, 9 September 1953. To Canadian Service College, Royal Roads, 27 June 1954. To Directing Staff, RCAF Staff College, Toronto, 16 August 1956. To Reserve Officer School, St.Jean, Quebec, 8 May 1960. To Air Force College, 1 July 1960. Promoted Group Captain, 16 July 1960. To Training Command Headquarters, Administrative Unit, Winnipeg, 17 July 1960 as Senior Personnel Staff Officer. To National Defence College, Kingston, 7 September 1964. To CFHQ/Career Planning (Director Officer Cadets), 1 August 1965. To Canadian Defence Liaison Staff, Washington, 21 March 1967 and assigned to Colorado Springs, same date. Awarded Centennial Medal, 1 July 1967. To Camp Borden, 10 August 1970 as Base Commander. Retired, 8 June 1974. Died in Delta, British Columbia, 25 February 1982 as per British Columbia Vital Statistics. Medal sent by registered mail, 29 December 1948. When recommended he had completed 1,846 flying hours to date, 1,400 hours as instructor, 264 hours in previous six months.

For the past year this officer, as flight commander, has devoted himself to his duties in an exceptional manner and to the exclusion of all other interests. By his efficiency, initiative and tireless energy, this very capable pilot and instructor has achieved splendid results. The splendid example of loyal and devoted service that he has set has been an inspiration to those under his command and their morale has greatly benefitted thereby.

Notes: As of November 1948, while at CFS Trenton, his flying times were reported as follows: Tiger Moth, Fleet and Cornell - 107.00; Lancaster - 39.00; Yale - 26.00; Mitchell - two hours; Vampire, Mustang and Firefly - 4.00; Anson II and V, Crane - 28.00; Harvard II - 2,188 (of which 1,925 was instructing); Expeditor - 38.00 of which nine hours was instructing.

Selected Assessments: "A good keen type of officer and instructor." (F/L R. Molyneaux, No.13 SFTS, 2 March 1943).

"This officer has been doing a very good job as flight commander for the past two months." (F/L G.H. Hackett, No.13 SFTS, St. Hubert, 30 January 1944).

"This officer has carried out the duties of a Flight Commander in a most capable manner and is strongly recommended for promotion to Temporary Flight Lieutenant." (S/L M.A.C. Smith, No.13 SFTS, North Battleford, 20 January 1945).

"Flight Lieutenant Middleton takes a keen interest in unit sports during the summer months; besides his normal flying instructor duties this officer was employed as aircrew leadership officer for the University Air Training pilots' courses. He took a keen interest in this type of work for which he is well suited." (W/C F.R. Sharp, Station Trenton, 20 September 1948).

"A capable, experienced instructor who with further experience on twin engine types will be able to qualify for the highest category." (F/L A.E. Banville, Station Trenton, 26 November 1948).

"I consider Flight Lieutenant Middleton to be an above average officer in all respects. Without any previous experience in personnel work, he has learned rapidly and has proved extremely capable. Prior to transfer to this Headquarters he was employed at Central Flying School, Trenton, and held an A.2 instructor's category. He has also had experience in accounting since at the end of hostilities he was mis-employed in the accounts branch at RCAF Station Trenton. He keeps in flying practice. This officer takes an above average interest in sports and actively engages in hockey, softball, golf, etc." (W/C R.I. Trickett, Directorate of Personnel Careers, 28 September 1949).

"Wing Commander Middleton is an alert, intelligent officer with a tall, athletic, prepossessing appearance. An excellent staff officer, he works rapidly and thoroughly with little or no supervision. He is well liked and respected and one of his strongest qualities is his ability to work smoothly with others. His conscientious and determined approach to problems, together with his clear and logical mind, produce highly effective results. A keen sportsman, Wing Commander Middleton participates actively and skillfully in a number of sports and keeps himself in top physical condition. His family and financial affairs are well managed. Though somewhat shy, his social conduct is well above the average. Wing Commander Middleton is well suited for employment in any staff or field assignment in his present or next higher rank." (G/C G.H. Newsome, RCAF Staff College, 1 March 1959)

"Colonel Middleton, who was transferred from normal staff duty within NORAD to fulfill special responsibilities as one of the five Command Directors in the NORAD Combat Operations Centre (COC), has performed in a truly professional manner during this period. Quick to grasp all of the special and minute details of this critically important job, he qualified himself rapidly and strived always to improve his effectiveness. Over the period he gained exceptional knowledge of his job and in turn, did much to raise the job knowledge level of his entire crew. Training of his people to a high degree of job effectiveness always stood out as one of his prime objectives, and resulted in top notch crew efficiency. Working this closely with his subordinate also made it easy for him to organize and direct their efforts, and therefore the team effort of his crew greatly exceeded the norm." (excerpt from a longer report by Brigadier-General N.L. Magnusson, Deputy Director of Combat Operations, NORAD, 22 May 1969).

"I have been impressed with the quiet competency with which this officer gets on with the task at hand. He runs a large base with little fuss or bother and I regret it was not possible to have him promoted in this his final posting in view of the fact that he has been discharging the dual responsibilities of a one star **and** a Colonel's position for some time." (Rear Admiral R. St.G. Stephens, Commander Training Command, 25 June 1973).

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MIDDLETON, F/L Borden Earl (J7820) - **Distinguished Flying Cross** - No.442 Squadron - Award effective 24 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born in Toronto, 25 April 1916; home in Richmond, Virginia although not an American citizen. Educated at Ontario Agricultural College, Guelph. Enlisted in Toronto, 19 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 8 January 1941. To Rockcliffe, 31 January 1941. To No.1 ITS, 22 April 1941; graduated and promoted LAC, 25 May 1941 when posted to No.3 EFTS; may have graduated 15 July 1941 but not posted to No.1 SFTS until 27 July 1941; graduated and commissioned, 7 October 1941. To Trenton, 8 October 1941. To No.1 BGS, date uncertain. Promoted Flying Officer, 1 May 1942. To No.1 OTU, 29 October 1942. To No.14 (Fighter) Squadron, 14 July 1943. To "Y" Depot, 12 January 1944. Taken on strength of No.3 PRC, 20 January 1944. Promoted Flight Lieutenant, 1 February 1944. Repatriated 2 August 1945. To No.4 Release Centre, 12 August 1945. To Technical Training School, 5 December 1945. To No.4 Release Centre again, 24 January 1946. Retired 25 January 1946. Died 1994. Medal presented 22 June 1949. Shown in RCAF photo PL-29088 (ex-UK-9998 dated 25 April 1944).

Flight Lieutenant Middleton has completed very many sorties against the enemy. He has destroyed a large quantity of enemy mechanical transport, often pressing home his attacks in the face of intense enemy anti-aircraft fire. He is extraordinarily keen and daring, deliberately attacking the most heavily defended areas, thus setting a fine example of courage and ability.

NOTE: DHist file 181.009 D.2833 (RG.24 Volume 20632) has recommendation dated 5 October 1944 which bears comparison. As of that date he had flown 142 sorties (173 hours 35 minutes):

This officer has always set an example for his squadron in his keenness and ability. In only a few months of operating he has destroyed and damaged at least 93 MET [Mechanical Enemy Transport]. In order to achieve this score he has always been daring in his attacks on ground targets, pressing home his attacks at all times to point-blank range. In particular from mid-day August 18th 1944 to mid-day August 19th, 1944 he destroyed or damaged 50 MET. He has

also damaged one enemy aircraft. His ability to attack targets successfully has contributed largely to the achievements of the squadron and earned its admiration and respect.

To the above, G/C G.R. McGregor added (7 October 1944):

This pilot's record against enemy aircraft is negligible due to the fact that his squadron has made contact with enemy aircraft on very few occasions during his tour. On the other hand, his score against ground targets is most exceptional and the accuracy, determination and dash of the attacks carried out by this pilot are clearly reflected in his cine films. It is further to be noted that at least an equal degree of flying skill and a far greater disregard for the hazards involved are required of the pilot carrying out close attacks on ground as opposed to air targets. For his daring and great success in the former most important fighter function this officer is recommended for an immediate Distinguished Flying Cross.

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MIDDLETON, A/C Elwood Edward (C81) - **Commander, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date, **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945. Born in Buckingham, Quebec, 28 June 1899 (RCAF Press Release 4907 reporting award); educated in Ottawa, Lakefield Preparatory School, Lakefield, Ontario and Ottawa Collegiate. Joined Army, 1917 (signals) and RNAS, 1918. Trained as a pilot, joining No.80 Squadron in August 1918. Returned to Canada; commissioned in RCAF (Reserve) 21 April 1925 and RCAF (Permanent) 1 April 1926. Obtained pilot's badge, 2 March 1926. Took Army Co-Operation Course in UK (December 1926-May 1927) and attended RAF Staff College (1934). Group Captain as of 25 February 1941. At AFHQ as of 12 November 1941, chiefly involved in Personnel (Postings, etc). Promoted Air Commodore, 3 June 1942. To No.5 Manning Depot, 23 September 1943. To RCAF Overseas Headquarters, 25 September 1943. Repatriated 1 June 1945. Promoted Air Vice-Marshal, 25 June 1945. Awarded Honourary Czechoslovak wings, 9 April 1942. In post-war air force to 15 March 1950; awarded Queen's Coronation Medal, 23 October 1953 (Air Vice-Marshal, retired). Died 23 July 1975. RCAF photo PL-42315 (ex UK-19221 dated 2 March 1945) taken following investiture at Buckingham Palace.

This officer has given many years of loyal service to the Royal Canadian Air Force. He has done outstanding work during the war in various branches of personnel services. By exceptional knowledge, ability and good judgement he has contributed in large measure to the successful solution of many difficult

personnel problems. His leadership in personnel administration is outstanding. By his outstanding devotion to duty and the very capable manner in which he has performed his work, this officer has set a splendid example to all those with whom he has been associated and has rendered highly meritorious service to the Royal Canadian Air Force.

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MIDDLETON, S/L Gordon Stuart (C2098) - **Mention in Despatches** - No.64 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 8 March 1910. Home in Toronto; enlisted in as Labourer, 2 July 1928. Reclassified as Carpenter, 30 October 1930. To No.6 (BR) Squadron, 8 November 1938. Promoted Flight Sergeant, 1 September 1939. To Trenton, 23 March 1940. Commissioned as Flying Officer, 1 June 1940 in Armament Branch. Promoted Flight Lieutenant, 15 May 1941. To No.4 AOS, 4 October 1941. To No.1 AOS, 14 October 1942. To "K" and No.5 (BR) Squadron, 9 November 1942. To No.1 AOS, date uncertain. To "Y" Depot, 13 June 1943. To United Kingdom, 15 July 1943. Promoted Squadron Leader, 15 May 1944. Repatriated 13 June 1945. Reverted to Flight Lieutenant, 1 October 1946. Promoted Squadron Leader, 1 June 1949. Postwar postings incomplete but to No.2 (Fighter) Wing, 6 April 1956. Retired 2 March 1960.

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MIDDLETON, WO2 Herbert Irving (R167681) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Name also rendered as "Herbert Irvin". Born 10 January 1925 in Saskatchewan; home given as Pense, Saskatchewan and Winnipeg (farmer); enlisted in Regina, 5 June 1942. Granted leave without pay until 3 August 1942 when posted to No.5 Manning Depot. To No.4 SFTS (non-flying duty), 23 October 1942. To No.7 ITS, 9 January 1943; graduated and promoted LAC, 19 March 1943 but not posted to No.7 AOS until 3 April 1943; graduated and promoted Sergeant, 20 August 1943. To "Y" Depot, 3 September 1943. To United Kingdom, 12 September 1943. Repatriated 7 June 1945. To No.6 Release Centre, 21 June 1945. Retired 26 July 1945. Website of Royal Canadian Legion Saskatchewan Command states he was born 25 September 1923; died in Regina 2 May 1973. Medal sent by registered mail, 7 June 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." Public Records Officer Air 2/8749 has recommendation dated 14 April 1945 when he had flown 32 sorties (198 hours 50 minutes), 30 July 1944 to 23 March 1945.

30 July 1944 - Cahagnes (5.00)

31 July 1944 - Joigny Laroche (5.30)

1 August 1944 - Mont Condon (4.30)
2 August 1944 - Bois de Casson (4.45)
3 August 1944 - Trossy (4.25)
5 August 1944 - Etaples Bridge (3.30)
7 August 1944 - Lorient (4.45), unsuccessful
16 August 1944 - La Pallice (6.20)
18 August 1944 - La Pallice (6.05)
23 September 1944 - Munster (5.10)
27 September 1944 - Kaiserlautern (6.45)
15 October 1944 - Sorpe Dam (5.40)
19 October 1944 - Nuremburg (7.25)
29 October 1944 - Tirpitz (6.00)
26 November 1944 - Munich (9.45)
11 December 1944 - Urft Dam (4.40)
17 December 1944 - Munich (9.10)
18 December 1944 - Gydnia (10.10)
28 December 1944 - Oslo Fiord (7.00)
12 January 1945 - Bergen (7.50)
16 January 1945 - Brux Synthetic Oil Plant (9.25)
3 February 1945 - Ijmuiden (3.20)
6 February 1945 - Altenbeken (5.50)
3 March 1945 - Dortmund-Ems Canal (5.30)
6 March 1945 - Sassnitz (9.45)
7 March 1945 - Hamburg (6.05)
13 March 1945 - Arnsberg (6.25)
14 March 1945 - Arnsberg (5.35)
15 March 1945 - Arnsberg (6.45)
19 March 1945 - Vlotho (6.10)
20 March 1945 - Nienburg (5.00)
22 March 1945 - Bremen (4.35)

This NCO has now completed 31 sorties as navigator. His targets included many of the most heavily defended areas including Nuremburg, Munich (2), Hamburg, Bremen and the attack on the **Tirpitz**. Many have required accurate navigation over very long distances, in some cases far beyond the range of normal navigational aids. An example of this latter type of operation was the attack on the battleship **Tirpitz** when in spite of an exceptionally long flight he maintained his usual high standard of navigation.

Apart from his normal duties as navigator, Warrant Officer Middleton has

frequently been called upon to find a bombing wind in the vicinity of the target, a task only given to a small number of specially picked crews and requiring considerable accuracy. The success of his attacks during special daylight operations have been largely attributable to the accuracy of the winds found.

At all times Warrant Officer Middleton has shown the greatest keenness to operate and has proved himself to be a valuable member of a sound operational crew. His courage, skill and determination in action have been an inspiration to his squadron.

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MIDDLETON, F/L (now W/C) Robert Bruce (C874) - **Air Force Cross** - Test and Development Establishment, Rockcliffe - Award effective 1 January 1943 as per **Canada Gazette** dated 9 January 1943 and AFRO 55/43 dated 15 January 1943. Born in Fort Francis, Ontario, 5 May 1912; home in Souris, Manitoba. Granted RAF short service commission as Acting Pilot Officer on Probation and posted to RAF Depot, Uxbridge, 16 March 1934. Posted to No.3 Flying Training School, Grantham for flying training, 3 April 1934. Confirmed as Pilot Officer on Probation, 2 September 1934. Posted that date to No.22 (Bomber) Squadron and attached to Base Gosport for torpedo course. Still with No.22 Squadron took instrument flying course, 23 September 1934. Confirmed in rank, 16 March 1935. Another instrument course with No.22 Squadron, 25 November 1935 and returned to unit. Promoted Flying Officer, 2 April 1936. To Reserve of Officers, Class "A", 16 March 1937. Resigned RAF commission, 7 October 1938 on transfer to RCAF Reserve of Officers. With British Overseas Airways Corporation he flew the London-Stavenger route until the invasion of Norway, and then flew London-Stockholm trips. Mobilized in RCAF at Ottawa, 7 October 1940 with rank of Flight Lieutenant. With No.12 (Communication) Squadron as of 10 October 1941. To Rockcliffe, 22 January 1942. Promoted Squadron Leader, 15 May 1942. Promoted Wing Commander, 15 October 1942. To No.164 Squadron, 22 January 1943. To AFHQ, 31 July 1943. To Rockcliffe, 31 October 1943. To No.168 (Heavy Transport) Squadron, 18 November 1943. To AFHQ, 11 March 1944. To "Y" Depot, 21 September 1944. To United Kingdom, 5 October 1944. Repatriated 16 August 1945. To No.1 Air Command, 20 August 1945. To Rockcliffe, 3 October 1945. Retired 30 October 1945. Citation is misleading; he was with TCA in 1938-1939 (Vancouver routes), but then was employed by Imperial Airways, 1939-1940 on runs to Norway and Sweden. In India, 1944 with G/C C.C. Truscott (liaison on transport operations) and claimed more than two operational transport flights from Akyab and Hathezari to Mandalay; rejoined TCA, March 1946; subsequently head of Air Transport and Reservation Department of Imperial Oil. Died 24 March 1970 in Mexico. RCAF photo PL-922 taken as Flight Lieutenant, 1941. Photo PL-60416 (ex UK-20747 dated 12 April 1945) taken at Mandalay Hill, Burma shows G//C D.S. Patterson, G/C G.G. Truscott and W/C Bruce Middleton.

Flight Lieutenant Middleton resigned from Imperial Airways on 7 October 1940, taking a commission with the RCAF. He has served both in Test and Development Establishment and No.12 Communications Squadron between 7 October 1940 and the present. He was attached to RAF Ferry Command from 16 January 1941 to 7 July 1941 and completed four delivery flights to the United Kingdom under severe conditions of weather. He has always displayed zeal and initiative and complete disregard for his own comfort.

This officer is the outstanding test pilot in the Test and Development Establishment at RCAF Station Rockcliffe. He has always displayed exceptional devotion to duty and has always taken the initiative in the testing of new types of aircraft. For his outstanding work and excellent flying record he is very strongly recommended for the award of the Air Force Cross.

The original recommendation was raised on 29 November 1941 by W/C J.L. Hurley and read as follows:

Flight Lieutenant Middleton resigned from Imperial Airways on 7 October 1940, taking a commission with the RCAF. He has served both in Test and Development Establishment and No.12 Communications Squadron between 7 October 1940 and the present. He was attached to RAF Ferry Command from 16 January 1941 to 7 July 1941 and completed four delivery flights to the United Kingdom under severe conditions of weather. Flight Lieutenant Middleton has flown a total of 406.40 hours composed of 208 hours on Atlantic ferry, 81 hours as captain of aircraft on Duke of Kent's tour of Canada and 116 hours in testing of new types of aircraft. He has always displayed zeal and initiative and complete disregard for his own comfort. In view of his outstanding work and excellent flying record, he is recommended for the award of the undersigned [i.e. Air Force Cross].

A Ferry Command report by W/C C.J. Powell, circa 1 September 1941, reads:

This officer was employed at Bermuda on ferry duties to the United Kingdom from January 16th, 1941 to July 7th, 1941, and completed four delivery flights. This officer had most difficult conditions to contend with on his delivery flights and their successful accomplishment was a good tribute to his airmanship. On one occasion it was necessary for him to remain in the air for 24 hours in the vicinity of Bermuda to wait for the passing of a tropical storm.

It was reported (7 April 1942) that he had two brothers in the RAF. These would be D.D.

Middleton (killed in action, 19 July 1940) and F.D. Middleton (POW). Late in 1942 he was pressing for an overseas posting to a bomber squadron.

Selected Assessments: "This officer is an energetic, keen and highly skilled ocean and airline pilot - thorough knowledge of practical Astral and radio navigation as well as meteorologically. Has fine personality." (S/L H.M. Kennedy, OC No.12 Squadron, 12 December 1941). To this, W/C J.L. Hurley (OC Rockcliffe) adds, "Abilities of this officer wasted at present."

"Exceptional ability as a pilot and wide knowledge of flying. Keen, enthusiastic officer who, despite a decided personal preference for operational flying duties, has adapted himself well to staff duties. Inclined to be somewhat 'sweeping' in his ideas, which arises from an enthusiastic nature and a genuine interest in the Service, but he is fundamentally practical and sound. This officer requires further experience in present work but has the natural ability to accept further responsibilities in due course." (G/C .E. Wray. AMAS Division, AFHQ, 17 August 1942).

"Has done an outstanding job in the organization and operation of No.164 Squadron." (G/C P. P. Campbell, EAC HQ, 18 July 1943)

"This officer did an outstanding job in the organization and operation of No.164 Transport Squadron followed by very satisfactory service as Assistant Director, Transportation Wing at DATC at AFHQ. He is now organizing No.168 (Heavy Transport) Squadron for overseas airmail service after which it is planned to have him return to his recent position at AFHQ." (G/C Z.L. Leigh, 18 November 1943).

"Has worked tirelessly with the organization of this new squadron [168]. Qualified airline captain and excellent pilot. All his energies have been directed towards getting this squadron going and he takes no interest in station matters. Functionally responsible to AFHQ." (W/C D.D. Findlay, OC Rockcliffe, 28 December 1943).

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MIDDLETON, F/O Robert Sherlock (J88159) - **Distinguished Flying Cross** - No.190 Squadron - Award effective 23 May 1945 as per **London Gazette** dated 1 June 1945 and AFRO 1219/45 dated 27 July 1945. Born 11 September 1922 in Killarny, Manitoba. Home there; served briefly with Royal Canadian Artillery. Enlisted in Winnipeg, 8 January 1942 and 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.19 EFTS until 29 August 1942; graduated 23 October 1942 and posted next day to No.10 SFTS; graduated and promoted Sergeant, 19 February 1943. To No.34 OTU, 5 March 1943. To "Y" Depot, 12 June 1943. To RAF overseas, 22 June 1943. Promoted Flight Sergeant, 19 August 1943. Commissioned 13 June 1944. Promoted Flying Officer, 13 December 1944.

Repatriated 26 September 1945. Retired 5 November 1945. Medal presented 9 November 1946.

Flying Officer Middleton has completed a tour of operational duty which has included seventeen supply dropping missions to France, the Low Countries and Norway, and participation in the airborne landings at Normandy, Arnhem and the Rhine crossing. Throughout, as pilot and captain of aircraft, he has displayed coolness and determination in the face of difficulties. On one occasion during a mission to Arnhem this officer's aircraft was severely damaged and set on fire by enemy action. He succeeded in controlling the fire and after dropping his supplies correctly he flew the crippled aircraft back to base where he executed a masterly landing. At all times Flying Officer Middleton's skill, cheerfulness and imperturbability have inspired the members of his crew with confidence.

Public Record Office Air 2/9087 has recommendation drafted 10 April 1945 when he had flown the 24 sorties (122 hours 45 hours), all on Stirling IV aircraft. Sortie sheet and submission as follows:

11 April 1944 - SOE, France (6.05)
5 June 1944 - D Day, paratroops (3.30)
8 June 1944 - SOE, France (2.25)
21 June 1944 - SOE, France (4.45)
17 July 1944 - SOE, France (3.50)
20 July 1944 - SOE, France (3.35)
1 August 1944 - SOE, France (5.55)
3 August 1944 - SAS, France 3.40)
8 August 1944 - SOE, France (6.10)
9 August 1944 - SOE, France (5.05)
14 August 1944 - SAS, France (7.10)
31 August 1944 - SOE, France (6.45)
6 September 1944 - SAS, France (5.35)
9 September 1944 - SOE, France (4.20)
18 September 1944 - Operation Market Garden, Holland (5.25)
19 September 1944 - Resupply, Holland (4.30)
21 September 1944 - Resupply, Holland (4.50)
30 September 1944 - SOE, Holland (4.10)
25 October 1944 - SOE, Holland (4.15)
23 November 1944 - SOE, Holland (4.15)
14 February 1945 - SAS, Holland (3.35)
2 March 1945 - SOE, Norway (9.45)

24 March 1945 - Operation Varsity, Rhine Crossing (6.00)

7 April 1945 - SAS, Holland (5.10)

This officer has completed a most successful tour of operations which has included 17 supply dropping missions to France, the Low Countries and Norway and participated in the airborne landings at Normandy, Arnhem and the Rhine.

Throughout his tour, he has displayed sterling qualities as a pilot and captain and his coolness and determination in the face of difficulties is most praiseworthy. This was demonstrated on one of his missions to Arnhem when his aircraft was severely damaged and set on fire by enemy action. He succeeded in controlling the fire and after dropping his supplies correctly returned with difficulty to his base where he carried out a masterly landing with a punctured main wheel tyre.

His keenness and competence have made his crew a most useful team and their efforts are a considerable contribution to the success of the squadron.

This was endorsed by the Officer Commanding, Station Great Dunmow (11 April 1945), A/V/M J.R. Scarlett-Streatfield, Air Officer Commanding, No.38 Group (18 April 1945) and Air Marshal Roderic Hill, Air Officer Commanding-in-Chief, Fighter Command (24 April 1945).

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MIDDLETON, F/L Warren Martin (J6220) - **Distinguished Flying Cross** - No.430 Squadron - Award effective 10 July 1945 as per **London Gazette** dated 24 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 1 October 1918 in Chatham, Ontario; home there or in Fletcher, Ontario (clerk); enlisted in Toronto, 22 October 1940. To "B", 25 November 1940. To No.2 ITS, 3 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 promoted Sergeant, 15 July 1941. To Trenton, 16 July 1941. To No.16 SFTS, date uncertain. Commissioned 1 July 1942. Promoted Flying Officer, 16 July 1942. Promoted Flight Lieutenant, 15 December 1942. Dates of postings overseas and back unclear. Remained in postwar RCAF (26334) and retired after 27 years service with included 3 Wing (Zweibrucken) and command of RCAF unit in Sardinia. Moved to Victoria, 1976 to work for Canada Permanent Trust; retired 1978. Died in Victoria, 1 December 2002. Medal presented 1 April 1949.

This pilot has completed many outstanding tactical and photographic reconnaissance sorties. On all his missions he has produced excellent results regardless of enemy opposition from anti-aircraft defences and fighter aircraft. In April 1945, Flight Lieutenant Middleton, while on tactical reconnaissance duty

in the Lunenburg area, destroyed an attacking Focke Wulf 190 while the other aircraft of his section was obtaining information required by the 2nd Army. He has always displayed the utmost keenness and has proved himself a first class leader.

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MIDGLEY, F/L Durward (J18559) - **Distinguished Flying Cross** - No.15 Squadron - Award effective 29 December 1943 as per **London Gazette** dated 31 December 1943 and AFRO 297/44 dated 11 February 1944. Born 19 April 1923 at Strathclair, Manitoba; home in Paris, Ontario; enlisted in Hamilton, 10 September 1941 and posted to No.1 Manning Depot. To No.1 SFTS, 10 October 1941. To No.1 ITS, 23 November 1941; graduated and promoted LAC, 16 January 1942; posted next day to No.3 EFTS; may have graduated 27 March 1942 but not posted to No.5 SFTS until 11 April 1942; graduated and promoted Sergeant, 31 July 1942. To "Y" Depot, 14 August 1942. To No.34 OTU, 15 August 1942. To "Y" Depot again, 30 December 1942. To RAF overseas, 4 January 1943. Promoted Flight Sergeant, 31 January 1943. Promoted WO2, 31 July 1943. Commissioned 11 September 1943; promoted Flying Officer, 26 October 1943. Repatriated 14 December 1944. To No.3 Training Command, 15 December 1944. To No.10 BGS, 15 January 1945. To No.4 Release Centre, 17 February 1945. Retired 14 March 1945. Died in Simcoe, Ontario, 21 March 2008 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008. Medal presented 5 July 1944.

As captain of aircraft, Flight Lieutenant Midgley has participated in many sorties against very heavily defended targets, including Berlin, Hamburg and Kassel. On one occasion, during an attack against Hanover, his aircraft was heavily hit by anti-aircraft fire. Considerable damage was sustained but, despite this, he continued his mission and bombed the target. On another occasion his aircraft was held by searchlights for some four minutes but, by skilful airmanship, he succeeded in flying clear and completed his task in harassing circumstances. Flight Lieutenant Midgely has displayed skill, courage and devotion to duty.

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MIESEN, P/O Joseph Julius (J16720) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 13 May 1943 as per **London Gazette** dated 18 May 1943 and AFRO 1078/43 dated 11 June 1943. Born 30 October 1919. American in the RCAF; home in Judsonia, Arkansas; enlisted in Windsor, Ontario, 7 October 1940. To Rockcliffe, 8 November 1940. To No.1 WS, 3 January 1941; promoted LAC, 3 February 1941; to No.4 BGS, 23 June 1941; graduated and promoted Sergeant, 21 July 1941. To Embarkation Depot, 22 July 1941. To RAF overseas, 14 August 1941. Commissioned 15 November 1942. Promoted Flying Officer, 15 May 1943. Retired on transfer

to American forces, 24 November 1943. Medal presented 10 December 1946.

This officer has participated in a large number of operational sorties as air bomber. He has always taken the greatest pains to locate and bomb his target, undeterred by adverse weather or heavy opposition. Pilot Officer Miesen has invariably displayed the greatest keenness and efficiency. His courage and cheerfulness have made him a most valuable member of his crew.

NOTE: Public Records Office Air 2/8951 has original recommendation dated 19 March 1943 when he had flown 30 sorties (197 operational hours), although text does not add materially to the which was published. The sortie list actually includes 31 trips; not clear why the discrepancy.

17 May 1942 - Boulogne (3.00)
19 May 1942 - St.Nazaire (1.50)
29 May 1942 - Dieppe (4.10)
30 May 1942 - Cologne (3.50)
1 June 1942 - Essen (3.50)
6 June 1942 - Emden (4.30)
9 June 1942 - GARDENING, Suist (4.35)
16 September 1942 - Essen (6.00)
23 September 1942 - Wismar (8.25)
29 September 1942 - GARDENING, Fornaes (8.15)
1 October 1942 - Wismar (8.15)
5 October 1942 - Aachen (6.05)
6 October 1942 - Osnabruck (5.00)
13 October 1942 - Kiel (6.05)
15 October 1942 - Cologne (5.05)
22 October 1942 - Genoa (10.15)
24 October 1942 - Milan (10.30)
15 November 1942 - Genoa (9.05)
20 November 1942 - Turin (9.10)
5 December 1942 - Mannheim (6.40)
17 December 1942 - Damme (5.05)
20 December 1942 - Duisburg (5.50)
30 December 1942 - GARDENING, Biscay (8.45)
8 January 1943 - Duisburg (5.15)
13 January 1943 - Essen (4.40)
16 January 1943 - Berlin (9.00)
17 January 1943 - Berlin (6.30)

13 February 1943 - Lorient (6.20)
14 February 1943 - Milan (8.30)
17 February 1943 - Wilhelmshaven (5.35)
21 February 1943 - Bremen (5.55)

This officer has participated in 30 sorties against the enemy involving 197 hours flying. As Air Bomber he has always taken the greatest pains to locate and bomb his targets undeterred by adverse weather conditions or the heavy opposition he has encountered. He has displayed the greatest keenness and efficiency and his courage and cheerfulness have made him a lost valuable member of his crew.

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MILES, F/O Alfred John (J20853) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born in North Sydney, Nova Scotia, 14 September 1922; home there; enlisted in Halifax, 29 August 1941 and posted to No.1 Manning Depot. To Trenton, 25 September 1941. To No.5 ITS, 10 November 1941; graduated and promoted LAC, 3 January 1942 when posted to No.20 EFTS; ceased training and posted to Trenton, 19 February 1942. To No.1 WS, 28 March 1942; to No.6 BGS, 10 October 1942; graduated and commissioned, 9 November 1942. To No.31 OTU, 20 November 1942. To "Y" Depot, date uncertain; to RAF overseas, 10 December 1942. Promoted Flying Officer, 9 May 1943. Promoted Flight Lieutenant, 9 November 1944. Repatriated 9 March 1945. To Moncton, 20 March 1945. To No.116 (BR) Squadron, 25 April 1945. To Halifax, 8 June 1945. To No.1 Release Centre, 21 June 1945. Retired 22 June 1945. Medal sent by registered mail, 3 January 1945. Died 14 December 1991 in North Sydney, Nova Scotia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008. RCAF photo PL-28392 (ex UK-9095 dated 22 March 1944) shows the following (all decorated) waiting to be interrogated after a mission - back row is F/O Jim de Rosenroll (Moose Jaw, navigator), F/O Jack Greco (Toronto, air bomber), front row, Sergeant Denny Salmon (Astoria, Long Island, rear gunner), F/O Al Miles (North Sydney, N.S., wireless operator), P/O A.C. Yule, DFM (Toronto, flight engineer). No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9632 has recommendation dated 10 May 1944 when he had flown 25 1/3 sorties (169 hours 50 minutes), 16 May 1943 to 7 May 1944. Sortie list identical to that of F/O James A. De Rosenroll; almost certainly in same crew.

* denotes counted as 1/3 sortie

16 May 1943 - GARDENING, Frisians (3.25)
25 May 1943 - Dusseldorf (5.15)

29 May 1943 - Wuppertal (6.05)
21 June 1943 - Krefeld (4.45)
22 June 1943 - Mulheim (4.50)
26 June 1943 - GARDENING, Brest (6.00)
3 July 1943 - Cologne (2.45), DNCO
27 July 1943 - Hamburg (5.30)
29 July 1943 - Hamburg (6.05)
15 September 1943 - Montlucon (7.00)
16 September 1943 - Modane (6.00)
22 September 1943 - Hanover (5.40)
3 October 1943 - Kassel (6.15)
8 October 1943 - Hanover (5.10)
19 November 1943 - Leverkusen (5.55)
25 November 1943 - Frankfurt (8.20)
29 December 1943 - Berlin (7.50)
21 January 1944 - Magdeburg (7.15)
4 February 1944 - GARDENING, La Rochelle (8.05)
21 February 1944 - GARDENING, La Rochelle (7.00)
2 March 1944 - Meulan (6.05)*
11 March 1944 - GARDENING, Lorient (7.30)
16 March 1944 - Amiens (5.15)*
22 March 1944 - GARDENING, Kiel (7.20), Pathfinder
26 March 1944 - Courtrai (5.00)*
30 March 1944 - GARDENING, Heligoland (4.35), Pathfinder
12 April 1944 - GARDENING, Heligoland (4.35), Pathfinder
29 April 1944 - GARDENING, Morlaix (5.10)*
7 May 1944 - GARDENING, Frisians (3.55)

Flying Officer Miles is a most conscientious and skilful wireless operator. He has taken part in a very great number of sorties against the enemy and during his tour has attacked most of the major German targets. He has at all times shown a complete disregard for his personal safety and has set an example both in the air and on the ground worthy of the highest praise.

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MILES, F/O Edgar Stuart (J12723) - **Mention in Despatches** - No.10 (BR) Squadron - Award effective 3 November 1944 as per **Canada Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born 23 February 1919. Home in Toronto; graduated from University of Toronto with a Bachelor of Commerce Degree. Enlisted in Toronto, 4 July 1941. To No.1

Manning Depot, 4 August 1941. To Trenton, 20 August 1941. To No.1 ITS, 25 September 1941. Graduated and promoted LAC, 22 November 1941. Posted that date to No.3 EFTS. Ceased training and posted to Trenton, 22 December 1941. To No.8 AOS, 3 January 1942; graduated 11 April 1942 when posted to No.9 BGS; graduated and promoted Sergeant, 23 May 1942; posted next day to No.1 ANS; graduated and commissioned, 3 July 1942. To Halifax, 4 July 1942; to Eastern Air Command, 19 July 1942; to No.5 (BR) Squadron, 22 July 1942. Promoted Flying Officer, 3 January 1943. To No.10 (BR) Squadron, 22 April 1943. Promoted Flight Lieutenant, 4 August 1944. To Eastern Air Command Headquarters, 4 October 1944. To AFHQ, 8 February 1945. To Eastern Air Command Headquarters again, 1 April 1945. Promoted Squadron Leader, 15 May 1945. To No.4 Release Centre, 14 September 1945. Retired 25 September 1945. Postwar he worked for the investment firm of Burns Brothers and Denton (Research Department); became a Director in 1951 and Chairman of the Executive Committee, 1971 to 1976. Died in Bracebridge, Ontario, 25 November 2011 as per **Toronto Globe and Mail** of 28 November 2011.

This officer has completed many hundreds of operational flying hours in the North Atlantic area. Throughout this long tour he has displayed courage, coolness and determination of the highest order. His navigational skill, coupled with his cheerful willingness to attempt any task and his ability to carry it out successfully, have been an inspiration to all and have had considerable bearing on the operational efficiency of his crew.

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MILES, F/L Edwin Richard (C9004) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946.. Home in Annapolis Royal, Nova Scotia; enlisted in Halifax, 29 November 1941 in Administration Branch; commissioned that date. To No.8 SFTS, 29 December 1941. To No.10 (BR) Squadron, 31 May 1942. To No.1 Group Headquarters, 7 December 1942. To No.10 (BR) Squadron again, same date. To "Y" Depot, 28 March 1943. To RAF overseas, 15 May 1943. Promoted Flying Officer, date uncertain. Promoted Flight Lieutenant, 20 October 1943. Repatriated 23 October 1945. Retired 30 November 1945. Certificate sent, 10 August 1948.

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MILES, F/O Harold Thomas (J6946) - **Distinguished Flying Cross** - No.15 Squadron - Award effective 24 October 1942 as per **London Gazette** dated 6 November 1942 and AFRO 1830/42 dated 13 November 1942. Born in Toronto, 22 February 1918; home there; enlisted there 22 October 1940 and posted to No.1 Manning Depot. To No.6 SFTS (guard duty), 16 November 1940. To No.1 ITS, 18 February 1941; graduated and promoted LAC on 19 April 1941; posted

that date to No.6 EFTS; to No.4 SFTS on 8 June 1941; graduated and commissioned 20 August 1941. To Embarkation Unit, 21 August 1941; to RAF overseas, 15 September 1941. Reported to unit at same time as E.M. McCaffery; see him for operational details. DFC and Bar both presented at Buckingham Palace, 11 August 1944. Promoted Flying Officer, 20 August 1942; promoted Flight Lieutenant, 14 October 1942; promoted Squadron Leader, 15 September 1943; promoted Wing Commander, 10 April 1944; promoted Group Captain, date uncertain. Repatriated to Canada, 9 January 1946. To No.1 Air Command, 18 January 1946; to No.2 Release Centre, 8 March 1946; retired 12 March 1946. RCAF photo PL-19951 (ex UK-5376 dated 28 September 1943) is captioned as follows: "Flight Lieutenant H.T. Miles, DFC is captain of a crew which is now on Lancasters. He has completed 40 operational trips, mostly on Stirlings, some trips on Halifaxes. He has recently been made Flight Commander. The members of the crew from left to right are mid-upper gunner Sergeant D.C. Sheppard (R120619, Regina, Saskatchewan; bomb aimer Flying Officer D.B. Young (J14819, Vancouver); flight engineer Sergeant H.L. Grayson (R68020, London, Ontario); rear gunner Sergeant D. Beynton (R110387, Abbotsford, awarded a DFC for having shot down a Ju.88); pilot F/L H.T. Miles, DFC (Toronto); wireless operator Sergeant P.M. Hughes (655043, Blackpool, Lancs); and the navigator, is Flying Officer J.E. Marier (J13819, Toronto). RCAF photo PL-42249 (ex UK-19092 dated 20 February 1945) is captioned as follows: "Just back from attacking Goch in the northwest Ruhr, F/L Bernard Miller of Carman, Manitoba (left) finds himself jovially interrogated by his squadron, station and base commanders. At right sits Ghost Squadron Commanding Officer, W/C Wilson Gall, Lachute, Quebec, second from left stands station C.O. G/C Hal Miles, DFC and Bar, Toronto, and leaning on chair, base C.O. Air Commodore C.R. Dunlap, CBE, Vancouver." Photo PL-32559 (ex UK-13641 dated 28 August 1944) shows him. Photo PL-33897 (ex-UK-16265, 4 November 1944) shows him as Group Captain attending debriefing of No.428 Squadron crewmen (F/O John Zunkman, navigator, Broadview, Saskatchewan and P/O Bill Clark, bomb aimer, Edmonton) by S/L M.G. Elleker, Winnipeg. Photo PL-36362 is a portrait. Photo PL-41100 (ex UK-16740 dated 21 November 1944) is captioned as follows: "The triumvirate that keeps a heavy bomber station ticking are these three. Left to right they are: S/L W.M. Anderson (Toronto), G/G Hal Miles, DFC and Bar (Toronto) and F/L C.S. Murchie, another Torontonian. Formerly with the National Research Council, Anderson is now Senior Administrative Officer of the RCAF Bomber Group Station which Miles commands, while Murchie is Adjutant." Died in Burlington, Ontario, 3 August 2003.

Flying Officer Miles has completed many sorties. Although his aircraft has often met fierce opposition, he has always endeavoured to press home his attacks with accuracy. His skilful captaincy and courageous conduct have set an inspiring example.

MILES, S/L Harold Thomas, DFC (J6946) - **Bar to Distinguished Flying Cross** - No.408 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 23 May 1944 and AFRO 1380/44

dated 30 June 1944.

This officer, now on his second tour of operational duty, has taken part in a large number of sorties including attacks against some of the enemy's most distant and heavily defended targets. An outstanding captain of aircraft he has always performed his duties in a cheerful and efficient manner while as a flight commander Squadron Leader Miles has led his formation with determination, skill and courage.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Box 20600) has original recommendation by W/C J.S. Jacobs, 26 December 1943 when he had flown 44 sorties (238 hours). No sortie list:

This officer, as captain of aircraft, has participated in a great number of sorties over heavily defended targets in enemy territory. He has terminated one tour of operations and is well on his way towards completion of his second tour. An extremely capable and reliable pilot, he has always displayed exceptional keenness and devotion to duty. As a Flight Commander, his leadership and the confidence he has inspired in new crews has materially contributed to the success achieved by the squadron.

MILES, G/C Harold Thomas, DFC (J6946) - **Mention in Despatches** - No.64 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation for an American Silver Star dated 3 August 1944 when he was Chief Instructor at No.1659 Conversion Unit. It noted that he had flown 52 sorties (277 operational hours). As the American award was not granted, it may be assumed that this recommendation was the basis of his Mention in Despatches.

This officer has completed two tours of operations with Bomber Command. His first tour was carried out in 1942 during which he made 32 sorties. During this period he operated against such targets as Essen, hamburg, Stuttgart, Munich and Nuremburg. Although many times seriously damaged by anti-aircraft fire, his skill and determination on each occasion resulted in a successful landing on an aerodrome. On one sortie he lost one engine over the French coast while en route to Munich. He continued on and successfully bombed the target. On the return trip another engine was put out of action. However, he was able to bring the aircraft back to England on two engines and successfully reached an aerodrome. His keenness was such that after being screened he obtained permission to make one sortie against an Italian target. After a very short period

as an instructor he returned and carried out his second tour of operations with No.408 Squadron. During this tour he completed six sorties against Berlin as well as other distant and heavily defended targets such as Hamburg, Stuttgart and Leipzig. At all times he has displayed courage, skill and determination of a high order. He is an exceptional pilot and organizer and has played no small part in the successes achieved by his squadron.

Note: Public Record Office Air 2/4798 has a recommendation raised late in 1943 or early 1944 for an unspecified Russian award. Although not granted, the text is transcribed for the historical record. At the time he was a Squadron Leader with No.408 Squadron.

Acting Squadron Leader Miles has completed 42 sorties, during which he has displayed courage in fighting operations against the enemy.

RCAF Press Release No. 3743 dated 22 January 1944 from: F/O Vic Baker read as follows:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- You are never safe on these operational bombing trips until you have both feet on the ground and the aircraft parked in its dispersal or a hangar.

S/L H.T. "Hal" Miles, DFC, Toronto (8 Idyllwood Avenue) Goose Squadron flight commander, on 14th trip of his second tour, found the trip to Magdeburg very normal, the bombing "bang on" and the return very easy. "Guns tested well over the North Sea, we had no trouble, just a nice trip," said rear-gunner P/O B.D. "Doug" Boynton, DFM, of Abbotsford, B.C.

On the way back, they were diverted to another aerodrome because the landing weather was ruff back at base. At the strange base, there was a heavy cross-wing blowing across the airfield and across the landing runway in use. S/L Miles brought his heavy four-engined Lancaster in for a landing very cautiously but just as she was about to touch down, the tricky wind struck the kite and ruined all chances of preventing the bomber from striking the ground too heavily.

As the aircraft struck the uneven ground, the undercarriage collapsed and the giant Lancaster went sliding along on its belly before coming to an abrupt stop. "I saw something big and black go flashing by my turret in the rear," said P/O Boynton. "It wasn't until we had got out of the kite that I realized that the landing wheel on one side had been wrenched from his oleo leg and tossed backwards through the elevators and past my turret."

No injuries were sustained by anyone but the aircraft had to be written off and returned to the aircraft manufacturers for salvage. Flying with the crew on the second and last of his co-pilot trips before taking his own crew on operations was F/L F.W. Hales of Edmonton (11421-96th Street), former flying instructor at Claresholm, Alberta, SFTS.

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43> records that on the night of 3-4 July 1943, No.408 Squadron Halifax JD174 was hit by flak during an attack on Cologne. Starboard wing tip damaged. Crew landed it safely at Leeming. Crew were - F/L Harold Thomas Miles, DFC, RCAF (J.6946, captain), F/O John Eugene Marier, RCAF (J.13819, navigator, DFC with No.434 Squadron, 5 April 1945), F/O David Bryson Young, RCAF (J.14819, bomb aimer, DFC, November 1945), Sergeant P. M. Hughes, RAFVR (wireless operator), Sergeant S. C. Shepherd, RCAF (air gunner), Sergeant Benjamin Douglas Boynton, RCAF (R.110387, air gunner, DFC awarded 6 August 1943) and Sergeant Harold Lewis Grayson, RCAF (R.68020, flight engineer, awarded DFC 13 August 1943).

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MILES, F/L Willard Fraser (C4153) - **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 7 February 1912. In his teens he landed the job of maritime radio operator. These were the Prohibition years, and "Sparky" soon discovered that the ship's only cargo was booze destined for enterprising American smugglers. *Slow Boat on Rum Row*, Fraser's autobiographical memoir of his youth in Mission and his years on the rum boats, was published in 1992 (Harbour Publishing). Rum-running earnings financed an electrical engineering degree from the University of Michigan. Home in Vancouver; enlisted there 20 February 1941 and granted rank of Flying Officer, Radio Branch. To RAF Overseas, 6 April 1941. Promoted Flight Lieutenant, 1 March 1943. Radio operator on anti-submarine patrols off the coast of West Africa. His most harrowing wartime experience involved a hungry African crocodile that turned a relaxing swim into an aquatic duel. Repatriated 23 September 1944; to No.2 Technical Support Unit, 10 November 1944. To No.8 Release Centre, 18 July 1945; retired 19 July 1945. Resumed his engineering career. For many years he was the General Manager of International Power & Engineering Corp. (IPEC), and he served as Assistant General Manager (Engineering) of the BC Hydro and Power Authority, working on projects such as the W.A.C. Bennett Dam on the Peace River. Died in Vancouver, 2 November 2011. No citation in AFRO.

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MILL, F/L David John (J5091) - **Mention in Despatches** - No.161 (BR) Squadron - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February

1946. Note that the RCAF pay card renders his name as John David Mill, although RCAF Gradation List shows him as "D.J. Mill". Born 6 June 1919. Home in Westmount, Quebec; enlisted in Quebec, 21 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 1 September 1940 although posting to No.4 EFTS was with effect from 30 August 1940. To No.1 ITS, 13 October 1940; to No.1 AOS, 10 November 1940; graduated 2 February 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 15 March 1941; posted that date to No.1 ANS; graduated and commissioned, 5 May 1941. To Embarkation Depot, 13 May 1941. To RAF overseas, 14 May 1941. Repatriated 27 March 1942. To Eastern Air Command, 30 April 1942. To No.116 (BR) Squadron, 3 May 1942. To Eastern Air Command Headquarters, 15 July 1942. Promoted Flying Officer, 1 October 1942. To No.161 (BR) Squadron, 2 August 1943. Promoted Flight Lieutenant, 1 June 1944. To Halifax, 1 June 1945. To No.2 Release Centre, 29 August 1945. Retired 11 September 1945.

This officer has completed a large number of operational flights. He is a navigator of great merit and throughout his tour of duty he has displayed the highest standard of determination and devotion to duty. As Squadron Navigation Leader he has been a constant inspiration to the remainder of the Squadron.

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MILLAR, S/L David Dewar (C3576) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. AFRO gives no unit; **No.6 Group Monthly Summary of Operational and Training Activities** (June 1943) identifies. Born in Hawksbury, Ontario, 14 February 1909; home in Ottawa; enlisted in Montreal, 11 December 1940 in Aeronautical Engineer Branch (he was a professionally trained engineer). Promoted Flying Officer, 28 February 1941. Promoted Flight Lieutenant, 1 July 1942. Promoted Squadron Leader, 9 November 1942. Promoted Wing Commander, 1 April 1943. Date of overseas posting uncertain but repatriated to Canada, 12 September 1944. To Western Air Command, 16 October 1944. To Sea Island, 26 October 1944. To No.22 Sub-Repair Depot, 30 March 1945. To No.8 Release Centre, 11 October 1945. Retired 16 October 1945. No citation. RCAF photo PL-32557 (ex UK-13639 dated 26 August 1944) shows him at time of investiture.

MILLAR, W/C David Dewar (C3576) - **Officer, Order of the British Empire** - No.6 Group Headquarters (AFRO gives unit only as "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Medal presented 11 August 1944. No citation in Canadian sources. Public Records Office Air 2/9004 has recommended citation.

This officer is the Group Engineer Officer and has taken a conspicuous part in the

formation of No.6 Group. His work has been outstanding in that, owing to his efforts, the re-arming and expansion has been carried out with efficiency and the servicing of aircraft has been maintained at a high level. The Group has expanded from six to thirteen squadrons and the re-arming of existing squadrons was a major task, particularly in view of new and inexperienced personnel from Canada taking over from experienced RAF personnel. Wing Commander Millar has at all times had full control of the situation and has performed very valuable work.

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MILLAR, F/O James Benjamin (J92066) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 25 December 1923 in Prince Albert, Saskatchewan; home there (store clerk); enlisted in Regina, 12 January 1943. Granted Leave Without Pay until 7 June 1943 when posted to No.2 Manning Depot, Brandon. To No.2 ITS, Regina, 11 July 1943; to No.1 Central Navigation School, Rivers, 21 August 1943; to No.1 Air Gunner Ground Training School, Quebec, 2 October 1943; promoted LAC and posted to No.3 BGS, Macdonald, Manitoba, 12 November 1943; graduated and promoted Sergeant, 23 December 1943 but not posted to "Y" Depot until 14 January 1944. To No.4 Aircrew Graduate Training School, 16 January 1944. To "Y" Depot again, 11 February 1944. Embarked from Halifax, 5 March 1944. Disembarked in Britain, 14 March 1944. To No.82 OTU, 21 March 1944. To No.61 Base, 25 June 1944. Attached to No.1664 Conversion Unit, 1 July to 7 August 1944. To No.419 Squadron, 7 August 1944. . Commissioned 16 October 1944. To No.22 OTU, 3 March 1945. Promoted Flying Officer, 16 April 1945. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for Tiger Force, 31 July 1945. To Halifax, 19 September 1945. Retired 23 September 1945. Died in Salmon Arm, British Columbia, 2 May 1993 as per Legion **Last Post**. Medal presented 18 June 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C M.E. Ferguson dated 22 March 1945 when he had flown 29 sorties (181 hours 40 minutes), 29 August 1944 to 2 February 1945. Mid-upper gunner.

This Gunner has completed a tour of 29 sorties, 11 of which were daylight, against most of the heavily defended targets in Germany. On many occasions Pilot Officer Millar's experience and attention to duty have resulted in the carrying out of a large number of successful operations against the enemy.

I consider that this officer's skill in the face of danger and his coolness against all odds, fully merits the award of the Non-Immediate D.F.C.

The sortie list (which closely resembles that of F/O Robert Douglas Ronnebeck) was as follows:

29 August 1944 - Stettin (9.55)
6 September 1944 - Emden (4.20)
10 September 1944 - Le Havre (4.30, day)
12 September 1944 - Dortmund (4.50, day)
25 September 1944 - Calais (4.25, day)
26 September 1944 - Calais (3.45)
27 September 1944 - Bottrop (5.30, day)
28 September 1944 - Cap Gris Nez (3.50, day)
4 October 1944 - Bergen (6.15, day)
6 October 1944 - Dortmund (6.05)
9 October 1944 - Bochum (6.30)
14 October 1944 - Duisburg (4.50, day)
14 October 1944 - Duisburg (5.40)
19 October 1944 - Stuttgart (7.15)
2 November 1944 - Dusseldorf (6.35)
16 November 1944 - Julich (5.00, day)
18 November 1944 - Munster (5.30, day)
21 November 1944 - Castrop Rauxel (6.35)
30 November 1944 - Duisburg (6.25)
4 December 1944 - Karlsruhe (7.05)
5 December 1944 - Soest (7.25)
28 December 1944 - Opladen (5.50)
30 December 1944 - Cologne (6.10)
7 January 1945 - Munich (8.35)
14 January 1945 - Merseburg (9.25)
16 January 1945 - Zeitz (8.20)
28 January 1945 - Stuttgart (7.15)
1 February 1945 - Ludwigshaven (7.20)
2 February 1945 - Wiesbaden (6.35)

Notes: Application for Operational Wing dated 7 February 1945 stated he had flown 29 sorties (180 hours 30 minutes), 29 August 1944 to 2 February 1945.

Training: Interviewed 12 January 1943 in Regina. "Average type, clean, alert, sincere, dependable, self reliant; keen to qualify for flying duties. Has won Dominion Bronze Medal for shooting, participates in all sports. Should do well."

Attended No.3 BGS, 15 November to 23 December 1943. Fairey Battle aircraft - flew 23 hours

ten minutes. On ground spent 15 hours in turret manipulation (fired 1,100 rounds in turrets). Exposed seven films; fired 400 rounds air-to-ground and 3,500 air-to-air (8.7 percent hits). Graded in Guns, Ammunition and Pyrotechnics (215/300), Sighting, written (174/250), Turret, practical (175/200). Aircraft Recognition (138/150) and Signals (80/100). "Above average student, hard worker; reliable; good air gunner type."

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MILLARD, WO (now F/O) Robert Syrell (R129923/J85642) - **Mention in Despatches** - No.15 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 625/45 dated 12 April 1945. Born in Aylmer, Ontario, 22 February 1922. Educated there (1928-1935). Grocery store clerk and stock keeper in Aylmer. Enlisted in London, Ontario, 16 January 1942. Granted Leave Without Pay until 31 January 1942 when posted to No.1 Manning Depot. To Trenton, 28 February 1942. To No.6 ITS, 23 May 1942; graduated and promoted LAC, 17 July 1942; posted next day to No.1 BGS; graduated 11 September 1942 and posted next day to No.1 AOS; graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, 6 November 1942. To RAF overseas, 22 November 1942; disembarked in Britain, 30 November 1942. To No.9 (Observer) AFU, 1 March 1943 (Ansons, 30 hours). To No.26 OTU, 20 April 1943 (Wellingtons, 80 hours). Promoted Flight Sergeant, 23 April 1943. To No.1651 Conversion Unit, 29 July 1943 (Stirlings, 70 hours). To No.15 Squadron, 25 August 1943. Promoted WO2, 23 October 1943. Commissioned 14 March 1944. Reported missing, 15 March 1944; reported interned in Switzerland by 27 March 1944. Reported safe in United Kingdom, 31 December 1944. Promoted Flying Officer, 14 September 1944. Repatriated 7 February 1945. Taken on strength of No.1 Composite Training School, Toronto, 18 February 1945 while undergoing treatment at Christie Street Hospital. To No.4 Release Centre, 12 November 1945. Retired 15 November 1945. Died 23 June 1994 in St. Thomas, Ontario. No citation in AFRO.

Reported missing, 15 March 1944 in Lancaster W4355, "A"; crew were 115303 F/L W. Blott (captain), 151161 F/O C. Nabarro (navigator), 1247559 Sergeant G.D. Gill (WOP), E129923 Warrant Officer R.S. Millard (bomb aimer), 1567659 Sergeant W. Forster (mid-upper gunner), 1565303 Sergeant D. Murphy (rear gunner), 1607073 Sergeant G.R. Mattock (flight engineer). Airborne at 1915 from Mildenhall. Letter to next-of-kin stated he had completed nine sorties. Message to RCAF Overseas Headquarters, 20 March 1944 stated he had been admitted to hospital with "severe bullet wound in shoulder and lung slightly affected" but condition was not considered dangerous. The aircraft is described as "shot down over Switzerland" which raises the question as to whether it was shot down by Swiss or German forces. It appears that he baled out of the aircraft, and that damage had been sustained by flak, although one medical summary suggests fighters.

Medical reports state that he was admitted to hospital at Neuchatel with a shrapnel wound in the left upper chest. "He remained semi-conscious for two or three days during which time he

knew little of what was going on around him or what treatment he was receiving. It is stated on his documents that no operations were performed nor at any time was chest aspirated. He remained in hospital for nearly four and one-half months, escaping on 23rd December 1944." In Canada, he received extensive medical treatment including removal of a "metallic foreign body" from the left lung on 3 May 1945. On 1 August he went to No.1 Convalescent Hospital. By 17 September 1945 there was consensus that he could be "returned to non-flying duty."

On repatriation form dated 19 January 1945 he confirmed he had flown nine sorties (50 operational hours) and had also flown 195 non-operational hours.

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MILLARD, G/C Victor Stephen James (C185) - **Officer, Order of the British Empire** - Maintenance Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/45 dated 5 July 1946. Born in Toronto, 20 October 1911; graduated University of Toronto (Bachelor of Applied Science, Mechanical Engineering, 1934). Enlisted in Toronto, 13 June 1935. Promoted Wing Commander, 1 June 1941. Appointed RCAF Supply Liaison Officer to RCAF Overseas Headquarters, 12 December 1941. Repatriated via Rockcliffe, 29 August 1942. To AFHQ, 28 February 1943 as Director of Aircraft Procurement. Also described as having commanded of Technical Spares Requirement Detachment, Dayton, Ohio (possibly before AFHQ assignment). Promoted Group Captain, 1 May 1943. To Headquarters, Maintenance Command (later Air Material Command), 18 September 1945. To No.1 PTU (whatever that is), 14 November 1946. To United Kingdom, November 1946. To AFHQ, Ottawa, 22 May 1947. OBE presented 9 December 1947. Remained in postwar RCAF, attaining rank of Air Commodore, 1 May 1951; awarded Queen's Coronation Medal, November 1953 when he was at AFHQ. To Air Vice-Marshal, July 1963 when he was appointed Comptroller of the RCAF. Died in Orangeville, Ontario, 14 September 2004 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2005.

This officer has occupied many key positions in the Supply Organization of the Royal Canadian Air Force during the war. At any task assigned to him, either at Command, Royal Canadian Air Force Headquarters, overseas or in the United States of America, he has always carried out his duties in an energetic and most capable manner. His clear judgement and determination have marked him as an outstanding officer in his branch and has led to his selection for many responsible posts where outstanding knowledge and administrative ability are required. He has always carried out any and all assignments in such a manner as to bring credit upon himself and the Service.

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MILLER, F/O Alex Kennedy (C4724) - **Air Force Cross** - No.6 Repair Depot - Award effective 1 January 1944 as per **London Gazette** and **Canada Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 14 July 1906 in New York City, New York (RCAF press release reporting award). Operated Miller's Flying Service in 1930, in Montclair, New Jersey; provided mail and other delivery services by means of an autogyro, as well as listing "Expert Automobile Repairing" and "Aeroplanes Rebuilt & Overhauled" on his business card. Enlisted in Ottawa, 28 March 1941. Promoted Flying Officer, 26 June 1941. To Rockcliffe, 26 November 1941. Posted to No.6 Repair Depot, 31 August 1942. Promoted Flight Lieutenant, 1 October 1944. To No.4 Release Centre, 24 April 1945. Retired 1 May 1945. Moved to East Orange, Vermont where he became a recluse and hoarder; see Wikipedia entry https://en.wikipedia.org/wiki/Alexander_Kennedy_Miller and New York **Times** article of 18 August 1996, "A Recluse and His Long-Hidden Trove of Cars", <http://www.nytimes.com/1996/08/18/arts/a-recluse-and-his-long-hidden-trove-of-cars.html>. Died 23 October 1993. See H.A. Halliday, **Not in the Face of the Enemy: Canadians Awarded the Air Force Cross and Air Force Medal** (Robin Brass Studio, Toronto, 2000), page 103. Medal presented 26 April 1944.

Flying Officer Miller, as test pilot at this unit, has displayed exceptional courage and flying ability when diving aircraft to extreme limits, enabling medical scientists to photograph and record the effects of "blackout", to further research in aviation medicine. Last February, at great personal risk, he flew an Anson aircraft equipped with skis, that had previously been abandoned, from the surface of a small lake and again in April and June he flew two more Anson aircraft from difficult and inaccessible fields, thereby saving intact three of His Majesty's aircraft.

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MILLER, FS Audrey Alexandra (W304650) - **British Empire Medal** - AFHQ - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Winnipeg, 26 May 1920. Educated in Windsor, Ontario. A stenographer with Hiram Walker before the war. Enlisted in Windsor, 29 October 1942 as "Tradeswoman". To No.7 Manning Depot, 4 November 1942. Classified as Clerk/Stenographer, 12 November 1942. To No.2 Composite Training School, 3 December 1942. To AFHQ, 6 February 1943. Promoted Leading Airwoman, 1 April 1943. Promoted Corporal, 1 June 1943. Promoted Sergeant, 24 September 1943. Promoted Flight Sergeant, 1 April 1944. Classified as Clerk Administration, 1 August 1944. To No.3 Release Centre, 5 June 1945. Retired 7 June 1945. Medal presented by Governor General, 2 December 1946. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 7) has citation.

This non-commissioned officer has at all times displayed a high standard of efficiency and devotion to her duties which have included work of a highly secret nature. She has frequently been called upon to discharge duties and to assume responsibilities over and above those which she might normally have been expected to undertake and in all such instances she has amply justified the confidence placed in her. Possessing to a high degree those qualities most desirable in a non-commissioned officer, Flight Sergeant Miller, through her quiet and unostentatious efficiency, has gained the respect and confidence of her superior officers and has been an inspiring example to the members of her staff. She was employed in secretarial duties at the Quebec Conference in 1943 and was highly commended for her services. Her consistent demonstration of efficiency, enthusiasm and integrity is worthy of high praise.

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MILLER, F/L Bernard Bryce (J21668) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 765/45 dated 4 May 1945. Born 13 January 1914 at Carman, Manitoba; educated there; home there (butcher in his father's shop). He had flown five hours dual and five hours solo in Taylorcraft machines before enlistment; enlisted in Winnipeg, 27 June 1940. To No.1 Manning Depot, Toronto, 1 July 1940. To No.1 ITS, Toronto, 22 July 1940; graduated and promoted LAC, 16 September 1940 when posted to No.2 EFTS, Fort William; graduated 16 November 1940 when posted to No.2 SFTS; graduated and promoted Sergeant, 17 March 1941; posted to Trenton that date. To No.15 SFTS, Claresholm, to instruct, 9 June 1941. Promoted WO2, 17 March 1942. To No.2 Flying Instructor School, Vulcan, Alberta, 2 August 1942. Commissioned 29 October 1942. Promoted Flying Officer, 1 March 1943. To "Y" Depot, Halifax, 18 July 1943; embarked from New York, 8 October 1943. Disembarked in Britain, 16 October 1943. To No.15 (Pilots) AFU, 4 January 1944. To No.82 OTU, 11 April 1944. To No.61 Base, 25 June 1944. Attached to Dalton Battle School, 25 June to 1 July 1944. Attached to No.1664 Conversion Unit, 1 July to 6 August 1944. To No.428 Squadron, 6 August 1944. Promoted Flight Lieutenant, 29 October 1944. Repatriated 8 May 1945. To No.2 Air Command, 18 May 1945. Released 23 July 1945. Postwar realtor. Died in North Vancouver, 16 March 1998. RCAF photo PL-42249 (ex UK-19092 dated 20 February 1945) is captioned as follows: "Just back from attacking Goch in the northwest Ruhr, F/L Bernard Miller of Carman, Manitoba (left) finds himself jovially interrogated by his squadron, station and base commanders. At right sits Ghost Squadron Commanding Officer, W/C Wilson Gall, Lachute, Quebec, second from left stands station C.O. G/C Hal Miles, DFC and Bar, Toronto, and leaning on chair, base C.O. Air Commodore C.R. Dunlap, CBE, Vancouver." Medal presented 11 June 1949. Living in Winnipeg as of January 1950. DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 12 December 1944 when he had flown

16 sorties (103 hours), 12 August to 5 December 1944.

As captain of aircraft this officer has led his crew through a successful tour of operations. On many occasions his aircraft has been damaged by anti-aircraft fire and during one mission the mid-upper gunner was killed and the wireless operator was wounded. Despite these trying experiences Flight Lieutenant Miller has maintained a high standard of airmanship, courage and devotion to duty, which together with his fine fighting spirit and tenacity of purpose have set an inspiring example to all.

The sortie list was as follows:

12 August 1944 - Brunswick (6.30, second pilot)
6 October 1944 - Dortmund (7.10)
9 October 1944 - Bochum (4.05)
23 October 1944 - Essen (6.40)
25 October 1944 - Essen (5.50)
2 November 1944 - Dusseldorf (6.00)
4 November 1944 - Bochum (6.30)
6 November 1944 - Gelsenkirchen (5.45)
16 November 1944 - Julich (5.50)
18 November 1944 - Munster (6.40)
21 November 1944 - Castrop (7.05)
27 November 1944 - Neusse (6.20)
30 November 1944 - Duisburg (6.25)
2 December 1944 - Hagen (7.30)
4 December 1944 - Karlsruhe (7.15)
5 December 1944 - Soest (7.05)

NOTE: RCAF Routine Order 1099 published 17 July 1942 states the following:

R59343 Warrant Officer 2nd Class Bernard Bryce Miller, serving at No.15 Service Flying Training School, Claresholm, Alberta, was tried summarily by the Air Officer Commanding, No.4 Training Command, Calgary, Alberta, under authority of Section 47 of the Air Force Act, on the 10th day of June 1942, and was found guilty of an act likely to cause damage to one of His Majesty's aircraft, and was severely reprimanded.

Notes: On 14 July 1941, at No.15 SFTS, he executed a forced landing when a short circuit in wiring started a fire; no injuries.

Assessed 29 October 1942 at No.2 FIS - "A very hard working instructr who has produced above average results at 2 FIS. Keen and willing. Smart on parade. Recommended for commissioned rank." (S/L J.B. Harvey)

Assessed 26 June 1943 - "An experienced and capable instructor who is doing an excellent job at this unit." (W/C F.R. Sharp, No.2 FIS).

Application for Operational Wing dated 26 February 1945 stated he had flown a total of 32 sorties (227 hours), 6 August 1944 to 24 February 1945.

Repatriation form dated 31 March 1945 stated he had flown 32 sorties (227 operational hours), the last on 21 February 1945, plus 210 non-operational hours. Types flown were Oxford (100 hours), Wellington (70), Halifax II and V (40) and Lancaster X (227).

There is considerable evidence that he was under great strain on operations and it is to his credit that he persevered. See notes of training at No.2 SFTS. A Re-Selection Board report dated 17 April 1945 notes, "On third sortie mid-upper gunner was killed by flak and WAG had eye injury - one engine unserviceable, no crashes but landed in Southern England satisfactorily. On next ten sorties had flak almost every night. In February flew 21 out of 28 hours on two sorties." Having listed several ailments, and diagnosing "psychoneurosis, anxiety state", it went on quote the opinion of W/C D.R. Easton (Neuropsychiatrist at Repatriation Depot) - ""With his pre-disposition and the amount of stress he has suffered, Flight Lieutenant Miller has done remarkably well." The Board itself concluded, "This is a very well motivated officer who, it is felt, has done his best. It is to his credit that he has been an instructor for approximately 2 ½ years and has completed a tour of operations. When he appeared before the Re-Selection Board, Flight Lieutenant Miller expressed a desire to leave the Service and return to civil life, and in view of his present condition it is considered to be in the best interests of the Service that he be retired. The Warrington Board decided to repatriate him to Canada. It is presumed that the Retirement Board will note his wishes and facilitate his return to civil life in the proper course."

A DVA report dated 23 July 1945 (the date of his release) described him as "Fit, except may have to avoid work with much excitement or nervous strain." Further on it noted, "Would like to take university course in medicine but is suffering from a nervous condition and this is not recommended. He likes outdoor life and thinks farm work would appeal to him which will build up his health and if he finds he is interested he can take a short course in Agriculture and later apply for a farm under DVA."

Training: Interviewed in Winnipeg, 22 May 1940; described as "Fine type. Courteous. Practical/"

Attended No.1 ITS, 22 July to 4 September 1940. Courses in Mathematics (93/100), Armament, practical and oral (65/100), Drill (60/100) and Law and Discipline (91/100). Rated "Good" in Visual Link. Placed 166th in a class of 193. "Big husky type. Should be very good pilot."

Attended No.2 EFTS, 16 September to 16 November 1940. Tiger Moth aircraft - 26 hours five minutes dual and 25 hours 25 minutes solo; logged five hours in Link Trainer. Rated as high average; "Has been an attentive student - believe he is better than test shows. Can show more Instrument Flying; if this is brought up to standard should make a good twin-engine pilot. Can do better forced landings than on final test." (G. Douglas, Chief Flying Instructor). Courses in Airmanship (149/200), Airframes (152/200), Aero Engines (142/200), Signals, practical (45.5/50), Theory of Flight (84/100), Air Navigation (198/200), Armament, oral (138/200); rated 195/200 in Qualities as an Officer. Placed 13th in a class of 24. "Good material, officer type. He gives the impression that he will become a good leader. His flying ability is a good average. He has shown keenness in his work and should develop into a really useful man." He may have landed a Harvard wheels up (minor damage). At one point he had expressed lack of confidence and a preference not to solo, but his superiors persisted. His mother had just died, his father's business was in disarray, and an MO reported he in danger of cracking up. He was given two weeks leave, then resumed and completed the course (see remarks above about stress).

Course at No.2 SFTS was 4 January to 17 March 1941. Yale aircraft (2.05 day dual, 3.55 day solo) and Harvards (34.55 day dual, 44.55 day solo, 4.20 night dual, 4.40 night solo. Logged ten hours in Link. "Average pilot, rough on turns - lacks confidence in himself - no outstanding faults. Recommended for twin engine." (F/L C.E. Wilmot, CFI). Ground training in Airmanship (128/200), Armament, written (77/100), Armament, practical (83/100), Air Navigation (111/200) and Signals (131/150). "Conscientious and willing but initiative rather below average. Lacks confidence." Placed 33rd in a class of 44.

Attended Central Flying School, Trenton, 8 April to 25 May 1941. Flew single engine types (17.10 dual, 11.40 solo) and twin engine types (16.15 dual, 4.45 solo). "Above average pilot, good voice and pleasant manner. Learns quickly. Will make a suitable twin instructor with more practice on twins as he trained on Harvards,," (F/O J. Loughheed). Ground training in Airframes (88/100), Engines (78/100), Airmanship (74/100) and Air Navigation (53/100). Tested 28 May 1941 on Lockheed 10A by F/L J.B. Harvey and described as follows: Sequence (Fair); Voice (Clear), Manner (Calm), Ability to impart knowledge (Good), Ability as pilot (Above average). and Remarks (A above average pilot with a practical knowledge of sequence - Sequence slightly disordered - should become capable). Awarded Category "C".

Retested on an Anson by Visiting Flight, 15 January 1942, by which time he had flown 400 hours at No.15 SFTS. Described as follows: Sequence (Above average); Voice (Clear, Good), Manner (Quiet, Positive), Ability to impart knowledge (High Average), Ability as pilot (High Average). and

Remarks (A very capable instructor on twin engine aircraft). Awarded Category "B" by F/L B. Sparks and S/L A.J. Shelfoon).

Retested on a Crane by No.4 Visiting Flight, 1 February 1943, at which time he was described as having instructed 341 hours on single engine and 900 hours on twin engine aircraft. Described as follows: Sequence (Above average); Voice (Good), Manner (Keen), Ability to impart knowledge (Above Average), Ability as pilot (Above Average). and Remarks (An above average flying instructor with a very good knowledge of the principles of flying). Awarded Category B-2 by F/L Barrett or Bassett and S/L H.H. Langford.

Attended No.82 OTU, 11 April to 15 June 1944. Wellington III and X aircraft - 6.00 day dual to first day solo (6.40 total day dual), 30.45 day solo, 4.10 night dual to first night solo (total night dual was 4.10) and 37.00 night solo. Logged ten hours in Link. Flying tests in General Flying (300/400), Applied Flying (140/200), Instrument Flying (185/250), Night Flying (76/100) and Link (30/50). Ground examinations in Airmanship (256/300), Armament (162/300), Navigation (182/200) and Signals (61/100). "A steady above average pilot who has had considerable flying experience and should show a good future in Bomber Command." (W/C R.M. Cox).

Instructed at No.1664 Conversion Unit by P/O J. Harkins who described him as "Very keen pilot and captain who can be reloaded on to carry out any detail." He had begun on 18 July 1944 with Sequences 2 (dual circuits and landings), 3 (dual circuits and landings, overshoot procedure), 4 (dual, three engine flying including one demonstration landing) and 5 (solo). His first extended solo was 21 July 1944 (three hours, 20 minutes, exercise 10, solo with complete crew, all practicing their skills. His first night flying was 25 July 1944 (2.25 dual, 1.55 solo). On 28 July 1944, on a day flight (1.50 solo) he first operated with H2S radar and on 28 July 1944 he flew a 5.50 night solo with H2S. Total flying at No.1664 CU was 6.35 day dual, 23.05 day solo, 2.25 night dual and 12.05 night solo.

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MILLER, F/L Burton Leigh (J17436) - **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 20 June 1920. Home in Moncton, New Brunswick; enlisted there 20 May 1941. To No.1 Manning Depot, 27 May 1941. To Technical Training School (guard), 20 June 1941. To No.1 ITS, 27 July 1941; graduated and promoted LAC, 1 September 1941 when posted to No.1 Manning Depot. To No.4 AOS, 28 September 1941; graduated 3 January 1942 when posted to No.4 BGS; graduated and promoted Sergeant, 14 February 1942 when posted to No.2 ANS; graduated 16 March 1942. To "Y" Depot, Halifax, 17 March 1942; to United Kingdom, 24 April 1942. Commissioned 19 March 1943. Shot down and taken prisoner, 11 June 1943 with No.405 Squadron (Halifax HR797). Promoted Flying Officer, 19 September 1943. Promoted Flight

Lieutenant, 19 March 1945. Reported safe in United Kingdom, 14 May 1945. Repatriated 17 July 1945. To "K", 20 July 1945. To No.1 Composite Training School, 15 November 1945. To Eastern Air Command, 23 December 1945. To "K" again, 8 January 1946. To No.1 Release Centre, 22 May 1946. Released 29 May 1946.

The website "Lost Bombers" has information of the circumstances of his being shot down (below). See also entry for James Caldwell Harty:

11/12 June 1943: Halifax HR797 (LQ-A), target Dusseldorf. Airborne at 2300 hours, 11 June 1943 from Gransden Lodge. Hit by flak in the vicinity of Amsterdam and turned back, losing height. Subsequently, ditched while roughly 25 minutes flying time from the English coast. The survivors were able to clamber into their dinghy, but to their chagrin the tide took them back in the general direction of the Dutch coast and captivity. It is reported that F/O T.A. Fillingham (RCAF) baled out soon after the bomber was hit, but his body was never identified. along with Flight Sergeant N.H.A. Taylor (RCAF) he is commemorated on the Runnymede memorial. WO2 J. Somerville (RCAF, POW) was later repatriated, probably during 1944, after undergoing an operation to amputate one of his feet. Other crewmen were P/O J.C.Harty (RCAF, POW), Sergeant W.N.Tatham, (RCAF, POW), P/O B.L.Miller, (RCAF, POW), P/O J.E.Paterson (POW), P/O F.E.MacKay, (RCAF, POW).

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interview of 16 May 1945. He stated he had flown 19 sorties as navigator. Narrative as follows:

June 11th, 1943. Arrived at aircraft for operation and started up. Found our bombsight was unserviceable and informed Wing Commander, who sent mechanics out to repair. In the meantime we taxied up to take off position where the mechanics said bombsight was OK and we got going. After crossing enemy coast, Bomb Aimer tested bombsight and found it to be unserviceable again. We were carrying marker flares and bombs so the bombsight was set manually and we carried on over target dropping only bombs. Approaching enemy coast on the way out, pilot decided to come down and go under heavy clouds. We were doing about 200 knots when we crossed the coast and I gave WOP time to turn on IFF. Second pilot was just getting back into seat (having been back at the rear blister on look-out) and said what a swell trip it was when there was an explosion followed by fire which set off the green flares. The intercom being unserviceable, I put on chute and opened hatch only to verify the fact we were over the North Sea. The WOP seemed to be uninjured and very agile for he pushed me to one side and jumped out. The second pilot was now down by WOP position and told me he couldn't jump because his leg was

broken. I put him in WOP seat (now empty) and tried W/T which seemed to be unserviceable. I handed my fire extinguisher to engineer who had used his. I then picked up my navigation bag which was burning and then put it down again. I dragged myself to rest position, picking up Very pistol, but no cartridges on account of fire in engineer's position. I got the radio and first aid kit, after we had ditched and we got into the dinghy. Twenty hours later we contacted FW.190 etc. On account of severe injuries of second pilot we were flown to Amsterdam by Do.24.

Interrogator's Notes: Dinghy came out OK. Aircraft did not sink for about 15 minutes. All crew got in dinghy. Used Verey pistol to attract FW.190s.

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MILLER, F/O Carl Raymond Duncan (J24480) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 28 September 1918 in Devlin, Ontario (obituary notice says 18 September 1919); raised in Rainey River, Saskatchewan; home in Saskatoon. Educated at University of Winnipeg (degree in geology); enlisted in Winnipeg, 24 November 1941. To No.2 Manning Depot, 10 December 1941. To No.5 Personnel Holding Unit, 31 January 1942. To No.3 BGS (guard), 13 February 1942. To No.7 ITS, 28 March 1942; graduated and promoted LAC, 22 May 1942 but not posted until 4 July 1942 when sent to No.6 EFTS; ceased training and posted to Trenton, 24 July 1942; to No.6 BGS, 29 August 1942; graduated 23 October 1942 and posted next day to No.6 AOS; to No.9 AOS, 25 January 1943; graduated and commissioned 19 March 1943. To No.1 GRS, 2 April 1943. To No.31 OTU, 14 May 1943. To Eastern Air Command, 9 August 1943. To "Y" Depot, Halifax, 25 August 1943; to United Kingdom, 12 September 1943. Promoted Flying Officer, 19 September 1943. Promoted Flight Lieutenant, 19 March 1945. Repatriated 20 September 1945. Released 5 November 1945. Postwar geologist. Died in Comox, British Columbia, 13 November 2011. Medal sent by registered mail 7 June 1950. RCAF photo PL-32745 (ex UK-14795 dated 13 September 1944) taken after daylight raid on Emden has F/O Carl Miller (Saskatoon) showing his wallet to F/O Ted Sewell (Saskatoon); caption identifies Miller as graduate of University of Manitoba; states that Sewell worked for CPR Vice-President (Western Lines) in Winnipeg. Photo PL-36288 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.5557 (RG.24 Vol.20668) has recommendation dated 9 September 1944 when he had flown 32 sorties (139 hours 56 minutes), 10 April 1944 to early September 1944 (page torn; last target was Emden).

Flying Officer Miller has shown a high degree of skill as a navigator. He has made thirty-two operational sorties over a wide variety of targets, all of which have

been successful in bombing the target. He has inspired a high standard of morale in both his crew and fellow navigators. His unconquerable spirit of determination and success in achieving his objective coupled with his unfailing devotion to duty warrant a strong recommendation 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 sur Mer (3.25)
12 May 1944 - Louvain (4.35)
19 May 1944 - Le Cripou (3.35)
22 May 1944 - Le Mans (4.50)
6 June 1944 - Coutrances (4.15)
7 June 1944 - Ancheres (4.45)
10 June 1944 - Versailles Matelot (5.10)
12 June 1944 - Cambrai (4.10)
15 June 1944 - Boulogne (3.50, day)
16 June 1944 - Sterkrade Holton (4.15)
21 June 1944 - St. Martin l'Hortier (2.40, day, duty not complete)
23 June 1944 - Bientiques (3.55)
27 June 1944 - Foret d'Eawy (3.40)
28 June 1944 - Metz (6.45)
1 July 1944 - Biennais (3.40, day)
3 July 1944 - Biennais (3.40, day)
5 July 1944 - Biennais (4.40)
7 July 1944 - Caen battle area (4.15, day)
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, day)
3 August 1944 - Foret de Nieppe (3.50, day)

5 August 1944 - St. Leu d'Esserent (4.30, day)
7 August 1944 - La Hogue (4.20)
8 August 1944 - Chantilly (4.00)
9 August 1944 - Foret de Nieppe (3.20)
10 August 1944 - La Pallice (6.15)
12 August 1944 - Mont Richard (2.50, day, duty not complete)
14 August 1944 - Bone Tassilly (4.20, day)
15 August 1944 - Brussels (3.30, day)

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MILLER, S/L Donald Garrett (C6628) - **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 Iroquois, Ontario; enlisted and commissioned in Ottawa 9 August 1941 as Radio Officer. To RAF overseas, 27 September 1941. Promoted Flying Officer, 3 February 1942. Promoted Flight Lieutenant, 8 December 1942. Promoted Squadron Leader, 10 January 1944. Repatriated 30 July 1945. Released 1 October 1945. No citation in AFRO.

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MILLER, F/L Donald Allan (C15557) - **Mention in Despatches** - No.55 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 26 October 1911. Home in Charleswood, Manitoba; enlisted in Winnipeg, 5 September 1940 as a clerk. To No.3 Training Command, 14 September 1940; reclassified as Clerk/Stenographer, 1 January 1941; promoted LAC and Corporal, 1 April 1941; promoted Sergeant, 1 July 1941. To "Y" Depot, Halifax, 21 February 1942; to RAF overseas, 12 March 1942. Commissioned 14 July 1942. Promoted Flying Officer, 14 January 1943. Promoted Flight Lieutenant, 14 April 1943. Reclassified as Flying Control Branch, 1 September 1944. Repatriated 7 June 1945. To No.8 OTU, 8 June 1945. To No.664 Wing, Tiger Force, 10 August 1945. To Halifax, 12 September 1945. Released 19 September 1945. Served in Reserves (Flying Control), 3 November 1953 to 31 March 1960.

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MILLER, W/C Donald Robert (C94037) - **Air Force Cross** - No.525 Squadron - Award effective 7 September 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born in Saskatoon, 6 April 1913; educated there. Travelled to England in 1935. Granted Short Service commission in RAF, 23 March 1936. To No.64 (Fighter) Squadron, Martlesham Heath, 11 October 1936. Served in No.242 Squadron, November 1939 to June 1940. Credited with the following victories: **23 May 1940**, one Hs.126 destroyed; **28 May 1940**, one Bf.109

destroyed; **1 June 1940**, two Bf.109s damaged. Instructed at No.32 SFTS, Moose Jaw, 1940-1943. Assumed command of No.525 (Transport) Squadron which operated in connection with Yalta Conference. Transferred to RCAF in London, England, 7 May 1945. Commanded No.426 Squadron, 25 May to 11 December 1945 during its transition from bomber to transport duties. Returned to Canada, 10 July 1946. To No.1 Air Command, 20 July 1946. To RCAF Staff College, 2 September 1946. Reverted to Squadron Leader, 1 October 1946 in postwar RCAF (20991). Subsequently commanded the Regular Support Unit attached to No.406 (Auxiliary) Squadron, 9 March 1947. Promoted Wing Commander, 1 June 1948. To command Fort Nelson, 29 January 1949. To Edmonton, 1 June 1951. To be staff officer, Air Defence Headquarters, St. Hubert, 28 July 1952. Also served as Aide de Camp to Governor-General Vincent Massey. Appointed Commanding Officer, Station Uplands, 1 April 1953 to 27 February 1957; promoted Group Captain, 1 July 1955. Retired 16 February 1965, settling in Vancouver. Medal presented 9 July 1949. Died in Victoria, 5 June 2007. Photo PL-110912 shows him. RCAF photo PL-46562 (ex UK-24294 dated 19 February 1946) is captioned as follows: "W/C D.R. Miller of Saskatoon points to a transport plane preparing to land while F/O J.E. Patterson of Toronto broadcasts instructions to the aircrew of the landing plane. F/O Patterson who does most of the broadcasting from the flying control tower has been nicknamed 'the voice of Odiham' by aircrew members." Citation found in Public Record Office Air 2/9117, drafted when he had flown 2,963 hours, 380 on current duties and 152 in previous six months.

This officer has been in command of his squadron since July 1944. He has proved himself an exceptional squadron commander and has set a high standard of discipline. His squadron has done valuable work and under his leadership has maintained the highest standard of efficiency. This officer is above the average of transport captains and has completed many important overseas flights, notably in flying in equipment to [the] Crimea to establish No.150 Staging Post.

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MILLER, WO1 Edward Henry (Can 7623) - **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 1 January 1920. Home in Montreal; enlisted there 12 May 1939 in Clerk/Administration trade. To Rockcliffe, 13 May 1939. Promoted LAC, 29 February 1940. Promoted Sergeant, 1 August 1940. To AFHQ, 5 August 1940. Promoted Flight Sergeant, 1 April 1941. Promoted WO2, 1 April 1942. To RAF overseas, 9 January 1943. Promoted WO1, 1 July 1943. Repatriated 5 September 1945. To No.1 Air Command, 14 September 1945. To Trenton, 20 June 1946. Reverted to Flight Sergeant, 1 October 1946. Promoted WO2, 1 October 1950. Promoted WO1, 1 October 1952. Retired 1 September 1958.

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MILLER, FS Edward Stanley (R57625) - **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 29 September 1913 in Port Henry, British Columbia. Home given as Blenheim, Ontario but he enlisted in Vancouver, 19 March 1940 as Airframe Mechanic.. To School of Technical Training, St. Thomas, Ontario, 29 March 1940; promoted AC1, 2 August 1940; promoted LAC, 1 December 1940; to No.6 SFTS, Dunnville, 16 December 1940; promoted Corporal, 1 June 1941; to "Y" Depot, Halifax, 27 November 1941; to RAF overseas, 12 December 1941; promoted Sergeant, 22 May 1942; promoted Flight Sergeant, 4 August 1943; repatriated 28 February 1945. Released 14 April 1945. Operated a construction company; from 1961 to 1978 employed on maintenance staff of Southwestern Regional Centre, Chatham, Ontario.

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MILLER, P/O Ernest Vernon (J17077) - **Distinguished Flying Cross** - No.214 Squadron - Awarded 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1459/43 dated 30 July 1943. Born in Victoria, 18 September 1920; home there; enlisted in Vancouver, 22 May 1941 and posted to No.2 Manning Depot. To No.3 BGS (guard), 20 June 1941. To No.4 ITS, 15 July 1941; graduated and promoted LAC, 19 August 1941 when posted to No.18 EFTS; graduated 7 October 1941 but not posted to No.4 SFTS until 11 October 1941; graduated and commissioned, 2 January 1942. To "Y" Depot, 3 January 1942. To RAF overseas,, 22 January 1942. Reported to No.214 Squadron, 31 December 1942. Promoted Acting Flight Lieutenant, 1 May 1943. Posted to No.1651 Conversion Unit, 19 September 1943. Medal presented at Buckingham Palace 21 March 1944. Repatriation date uncertain; to No.5 OTU, date uncertain. Released 22 September 1945. Served in postwar Royal Air Force (59546). Served as pilot in Reserves, Vancouver, 29 September 1951 to 3 July 1956 (206192). RCAF photo PL-28290 (ex UK-9191 dated 23 March 1944) shows him after investiture with LACW Trevor Jones and Mrs. Trevor Jones.

This officer has participated in many operational sorties and has always shown persistent determination to bomb his target and bring back photographs of the aiming point. In this he has been singularly successful. In March 1943, during an attack on Stuttgart the port outer engine of Pilot Officer Miller's aircraft failed and his port inner engine became overheated. Despite these handicaps, with great skill he flew safely back to base. An excellent captain of aircraft, this officer has set a fine example to the younger and less experienced crews in the squadron.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 19 April 1943 when he had flown 27 sorties (181 hours 45 minutes). Sortie list and submission as follows; information in

square brackets by David Wallace consulting Operational Record Book and sharing information via e-mail; this has included some sorties flown after submission of recommendation:

27 September 1942 - Anti-submarine patrol (8.45)
3 October 1942 - Anti-submarine patrol (12.45)
11 October 1942 - Anti-submarine patrol (11.10)
15 October 1942 - Anti-submarine patrol (9.30)
21 October 1942 - Anti-submarine patrol (8.40)
26 October 1942 - Anti-submarine patrol (8.10)
8 January 1943 - Duisburg (8.10)
[15/16 January 1943 - Second pilot in attack on Lorient with F/L Ray Glass and crew; turned back due to inability to climb over 8,000 ft. bomb load jettisoned]
18 January 1943 - GARDENING, Frisians (3.30) [W7610, BU-A, duty carried out]
21 January 1943 - GARDENING, Frisians (3.55) [W7610, duty carried out]
3 February 1943 - Hamburg (5.15) [second pilot with F/L Ray Glass and crew; duty carried out]
5 February 1943 - GARDENING, Frisians (4.25) [BF445, BU-H; duty not carried due to inability to obtain Gee fix or get pinpoint due to cloud - returned with vegetables on board]
7 February 1943 - Lorient (4.35) [R9186, BU-T, duty carried out; attacked at 2141]
13 February 1943 - Lorient (5.35) [R9358, BU-A) - duty carried out, attacked at 2043]
[14-15 February 1943 - Cologne in R9358 – Could not climb above 13,000 feet; – load jettisoned]
16 February 1943 - Lorient (5.25) [R9145, BU-K duty carried out; attacked at 2056, bombs are thought to have fallen in dock area between river and town.
[19-20 February 1943 - Wilhelmshaven in R9145; duty not carried out; returned early due to lack of oil pressure and high temperature in starboard outer. Jettisoned load. At 1928 hours from 13,000 feet at 5415N 0554E, a submarine or long thin ship was seen. It changed course to aircraft's course, and wake previously seen disappeared as if a submarine had dived.]
28 February 1943 - St. Nazaire (5.45) R9186; duty carried out; attacked at 2120 hrs. Fires seen were visible for 40 miles on return trip]
1 March 1943 - Berlin (8..25) [EF331, BU-H; duty carried out; attacked primary at 2223. Glow of fires seen for 50 miles on return]
3 March 1943 - Hamburg (6.00) [EF331, BU-H; duty carried out; attacked at 2127 hours]
5 March 1943 - Essen (4.20) [EF331, BU-H; attacked the believed Gladbeck area at 2110 hours from 6,000 feet. heading 180M. After turning on yellow markers at Dorsteb our aircraft was caught in flak and searchlights and forced down to 6,000 feet. Concentrated fires seen in the Essen area as our aircraft left.}
8 March 1943 - Nuremberg (7.25) [EF331, BU-H; duty carried out;attacked at 23:41

10 March 1943 - GARDENING, Gironde (6.00) ["Deodars" in EF331, BU-H; duty carried out; four vegetables planted at 2210 hours]

11 March 1943 - Stuttgart (6.35) [R9186 coded BU-T. Crew consisted of Sergeant R. Miller, P/O S.T. Graham, Sergeant W.C. Watt, Sergeant A.B. Lancashire, P/O W.L. Tuffe, Sergeant A.W. Pear and Sergeant L.R.S. Burn. Time up, 1955 hours; time down, 0230 hours. "Stuttgart was attacked at 2316 hours and 1,530 x four-pound incendiaries were dropped in the centre of Green T.I. markers from 13,000 feet on a heading of 100 degrees Magnetic. Fires were only fair and rather scattered.. The night was dark with no cloud and visibility hazy. PFF seemed very scattered. Starboard outer oil pressure dropped off, engine feathered. Port outer and starboard inner overheated. One photo attempted. Route as ordered.

28 March 1943 - St. Nazaire (5.40) [EF331; duty carried out; attacked at 2223 hours]

29 March 1943 - Berlin (6.20) [in EF331; duty not carried out; returned early due to severe icing that cut down the speed required to reach Berlin in time]

4 April 1943 - Kiel (6.20) [in EF331; duty carried out; attacked at 2132 hours]

10 April 1943 - Frankfurt (5.45) [BK763, BU-F; duty carried out; attacked at 0247 hours.]

14 April 1943 - Stuttgart (7.05) [BK763; duty carried out; – attacked at 0119 hours; "Whilst flying low through fighter belt on return two trains were shot up and Epinay goods yard was sprayed with bullets"]

16 April 1943- Mannheim (6.15) [BK763; duty carried out; attacked at 0104 hours. "At Sedan at 01:55 hours a goods train was shot up by gunners and at Mont Cornet at 0210hours two goods trains in a yard were shot up"]

[20-21 April 1943 - Marienehe (Rostock–Heinkel works)] in BK763; duty carried out; attacked at 0143 hours. "Factory not clearly identified on first approach, Aircraft turned up north to original spot and saw factory buildings in light of flashed and flames where smokescreen was thinner. Aircraft caught in searchlights immediately after and crew too blinded to distinguish many details."]

[26-27 April 1943 - Duisburg in BK763; duty carried out; attacked at 0224 hours.

[12-13 May 1943 - Duisburg in BK763; duty carried out; attacked at 0220 hours. "Port inner engine should have been feathered due to overheating but skilful handling by the engineer enabled crew to carry on"]

[13-14 May 1943 - Bochum in BK763; duty carried out; attacked at 0222 hours.]

[23-24 May 1943 - Dortmund in BK763; duty carried out; attacked at 0112 hours].

[25-26 May 1943 - Dusseldorf in BK763; duty carried out; attacked at 0145 hours.]

[29-30 May 1943 - Wuppertal in BK763; duty carried out; attacked at 0103 hours]

[11-12 June 1943 - Dusseldorf in BK763; duty carried out; attacked at 0145 hours]

[19-20 June 1943 - Le Creusot in BK686, BU-C; duty carried out; attacked at 0201 hours].

Pilot Officer Miller has now completed 27 operational sorties. He has always shown keen determination to bomb his target and has been persistent in his

efforts to bring back photographs of the aiming point. His efforts have been singularly successful.

On the 11th March 1943, during an attack on Stuttgart, his port outer engine failed and his port inner overheated. He skilfully flew his aircraft back to base.

This officer has always set an excellent example and is a thoroughly reliable operational pilot.

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MILLER, A/C Frank Robert (C139) - **Mention in Despatches** - Skipton-on-Swale, No.63 Base (AFRO says No.61 Base; a typo ?) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. - Born in Kamloops, B.C., April 1908. Educated at University of Alberta (B.Sc.) before joining RCAF, Camp Borden, 15 September 1931 when appointed Pilot Officer, Non-Permanent List. Entitled to pilots wings, 16 March 1932. Granted commission on Permanent List, 31 December 1932. Transferred from Camp Borden to Station Vancouver, 31 December 1933. To No.4 Squadron, date uncertain. From No.4 Squadron to Camp Borden, 3 January 1935. Promoted Flight Lieutenant, 1 April 1937. To Station Trenton, 15 May 1937. In June 1937 he became to first RCAF officer to take a Link Trainer course, given by the Department of Commerce in Washington. Late in 1937 he began teaching other officers the use of the Link. To Courses Abroad, 16 September 1938 for Automatic Control Course (Henlow) and Specialist Navigation Course, Manston. Promoted Squadron Leader, 1 April 1939. Ceases to be attached to RAF, 23 September 1939. Promoted Wing Commander, 1 March 1941. To No.2 ANS, 21 July 1941. To No.1 CNS, 27 May 1942. To No.1 GRS, 5 July 1942. Promoted Group Captain, 15 July 1942. To AFHQ, 18 January 1943 as Director of Training Plans and Requirements and (later) Director of Training. Promoted Air Commodore, 1 December 1943. To "Y" Depot, 5 April 1944. To RCAF Overseas Headquarters, 8 April 1944. Commanded No.61 Base, September to November 1944; commanded No.76 Base, November 1944 to January 1945; commanded No.63 Base, January to May 1945. Selected for senior post in "Tiger Force" but not repatriated until 6 September 1945. Remained in postwar forces, initially at Air Material Command (20 September 1945 onwards) as Chief Staff Officer and then as Air Officer Commanding. Attended United States National War College, 24 August 1948 to September 1949, after which he went to Operations and Training Division, AFHQ (promoted Air Vice-Marshal, 1 September 1949. In 1951 named to command National Defence College but in July 1951 to be Vice-Chief of the Air Staff. To be Vice Air Deputy at SHAPE Headquarters, Paris, August 1954. Appointed Deputy Minister of National Defence, 15 August 1955. On 1 August 1964 he became first Chief of Defence Staff in unified forces. Awarded Queen's Coronation Medal, 30 October 1953 (AFHQ, Vice Chief of Air Staff with rank of Air Vice-Marshal). Appointed Companion, Order of Canada, 22 December 1972, "for his contribution to Canada's

Armed Forces in the two major roles, successively, of Deputy Minister of National Defense and first Chief of the Defense Staff." Died in Charlottesville, Virginia, 20 October 1997. RCAF photo PL-42631 (ex UK-19650 dated 30 March 1945) is captioned as follows: "Back from the 1,000 bomber raid on the German industrial city of Dortmund, W/C R.J. Gray, MBE, Bedford, Nova Scotia, holding the cup, gives the facts to A/C F.R. Miller, Ottawa, Ontario, Base Commander at the left, and W/C V.F. Ganderton, DFC, Wainwright, Alberta, the officer commanding the Lion Squadron, at the right." RCAF photo PL-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). No citation to MiD. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation dated 20 August 1944 from A/C J.G. Bryans (Commanding No.63 Base).

Group Captain Miller has been the leading officer in Navigation training in the Commonwealth Air Training Plan in Canada since its start. He commanded the unit that trained the first instructors and subsequently opened two major Navigation Schools. He was later appointed Director of Air Training at RCAF Headquarters. His excellent work and sound planning have been major factors in the RCAF Air Training during the war.

In April of this year he came overseas to command RCAF Station, Skipton-on-Swale. At this post he has applied his energy and ability to excellent account during the very heavy operational demands made upon the Station.

He is an outstanding organizer and commander.

MILLER, A/C Frank Robert (C139) - **Commander, Order of the British Empire** - No.63 Base (AFRO gives unit only as "Overseas" - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. No citation in Canadian sources. Public Records Office Air 2/9121 has recommendation.

This officer formerly commanded RCAF Station Skipton, and later became Base Commander of No.61 (Heavy Conversion) Base. He is now in command at No.63 (Operational) Base. Under his brilliant direction No.63 Base has laid over 25 percent of the mines dropped by Bomber Command from the beginning of 1945. This work involved a great amount of detailed planning and Air Commodore Miller was largely responsible for the great success achieved. He has shown outstanding leadership and under his wise and careful guidance the base has achieved a high standard of efficiency.

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MILLER, F/O George Norman (J21288) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 2 June 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born in Virden, Manitoba, 6 March 1914; home in Edmonton; enlisted there 17 December 1940 and posted to No.2 Manning Depot. To No.38 SFTS (guard), 15 January 1941. To No.2 ITS, 5 March 1941; graduated and promoted LAC, 9 April 1941 when posted to No.5 EFTS; graduated 28 May 1941 when posted to No.10 SFTS; graduated and promoted Sergeant, 8 August 1941. To Trenton, 9 August 1941. To No.1 Manning Depot, 18 October 1941. To Rockcliffe, 11 December 1941. Posted to No.2 BGS, 6 January 1942. Promoted Flight Sergeant, 8 February 1942. Commissioned 30 September 1942. To "Y" Depot, Halifax, 23 November 1942; to RAF overseas, 23 December 1942. Promoted Flying Officer, 30 March 1943. Repatriated 11 May 1944; to No.36 OTU, 19 June 1944; Promoted Flight Lieutenant, 30 October 1944. To No.8 OTU, 30 November 1944; retired 19 September 1946. Served again in No.418 (Auxiliary) Squadron, 1 October 1949 to 17 May 1951 (60233). Medal presented 6 July 1945. Died 22 February 2000 in Edmonton as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2000. DHist file 181.009 D.1509 (RG.24 Vol.20599) has application for Operational Wings submitted 21 December 1944 when he was at No.8 OTU, Canada. Had flown 32 sorties (108 hours 35 minutes), 20 September 1943 to 24 April 1944. RCAF photo PL-28010 (ex UK-8879 dated 13 March 1944) shows F/O G.D. Miller (left, Vancouver) and F/O G.N. Miller (right, Edmonton) who "never met before Operational Training Unit " but are now teamed together.

This officer has completed a large number of hours flying at night over enemy territory and has displayed commendable skill and gallantry. He has at all times shown the greatest keenness and his determination to complete his missions successfully has impressed all. He has destroyed at least two and assisted in the destruction of another enemy aircraft.

NOTE: Public Record Office Air 2/9156 has recommendation drafted by Wing Commander A. Barker, 17 April 1944, when he had flown 31 sorties (102 operational hours).

This pilot has completed 31 operational sorties over enemy territory on intruder or bomber support operations. Of these sorties, two have been by day. Flying Officer Miller has been employed continuously on operations since September 1943, and has patrolled many of the main enemy bases in France, Belgium and Germany, with a keenness and devotion to duty of a very high order.

On April 9th, Flying Officer Miller carried out a Day Ranger sortie to St. Dizier

during the course of which he destroyed a Focke Wulfe 190 and damaged two others on the ground at Toul, damaged a Bucker Jungermeister at St. Dizier and shared in the damage of a trainer at Toul. On the 12th April, Flying Officer Miller carried out successfully one of the longest night intruder sorties yet attempted, at Kolberg. This involved a return flight of 1,200 miles. At Kolberg he shot down and destroyed a Heinkel 111, probably destroyed a Heinkel 177 and another unidentified twin-engined aircraft in the air.

Flying Officer Miller's perseverance and keenness to seek out and engage the enemy has been a very fine example to other members of the squadron and his general conduct and operational ability has been a source of inspiration to aircrew and groundcrew alike. At all times during his operational tour, Flying Officer Miller could be relied upon to successfully fulfill any task allotted to him and has given unfailing support to the squadron.

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MILLER, F/L Gordon (J11239) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 2 August 1914 in Norfolk County, Ontario; home in Paris, Ontario (miner); enlisted in North Bay, 9 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 29 January 1941. To No.5 SFTS (guard duty), 2 March 1941; to No.3 ITS, 3 May 1941; graduated and promoted LAC, 8 June 1941 when posted to No.10 EFTS; ceased training and posted to Trenton, 25 June 1941; to No.1 AOS, 26 October 1941; may have graduated 29 January 1942 but not posted to No.1 BGS until 31 January 1942; graduated and promoted Sergeant, 14 March 1942 when posted to No.2 ANS; graduated and commissioned 13 April 1942. To "Y" Depot, 14 April 1942; to RAF, 8 May 1942. Promoted Flying Officer, 4 October 1942; promoted Flight Lieutenant, 13 September 1944. Repatriated 1 June 1945. To Composite Training School, 12 June 1945; to Release Centre, 22 August 1945; released 28 August 1945. Medal presented in Toronto, 30 November 1949. In No.426 Squadron, January 1943; navigator in Sergeant I.R.A. Runciman's crew. Incidents described took place 12/13 May 1943 and he became a POW.

This officer has taken part in many operational sorties. On one occasion in May 1943 he was navigator in an aircraft detailed for an attack against Duisburg. After bombing the target his aircraft was hit by anti-aircraft fire and severely damaged. The second pilot was killed, the main petrol cock to both engines and the control cables and rods to the elevator and rudder controls severed, and a six-foot hole blown on each side of the fuselage. Displaying great coolness and initiative, Flight Lieutenant Miller, with the hasty use of linen maps, managed to

mend the broken petrol lines, thus enabling his captain to restart the port engine despite most erratic flight. He then spliced the elevator and aerial wire. As a result of this officer's gallant efforts, his captain was able to keep the crippled aircraft airborne until the Dutch coast was reached where, owing to lack of petrol, he was forced to abandon it. Throughout this harassing experience Flight Lieutenant Miller showed courage, determination and initiative and his success in accomplishing such ingenious repairs was largely responsible for giving to other members of his crew an opportunity to leave the aircraft by parachute and land safely.

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MILLER, F/L Harold Henry (J17356) - **Distinguished Flying Cross** - No.32 Squadron - Award effective 10 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2534/44 dated 24 November 1944. Born in Waterloo, Ontario, 13 November 1914; home in London, Ontario. Educated at University of Western Ontario; enlisted in London, 28 May 1941 and posted to No.1 Manning Depot. To No.5 SFTS (guard), 3 June 1941. To No.5 ITS, 6 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.3 EFTS; graduated 21 November 1941 when posted to No.14 SFTS; graduated and promoted Sergeant, 13 March 1942. To "Y" Depot, 14 March 1942; to United Kingdom, 30 March 1942. Commissioned 10 April 1943. Promoted Flying Officer, 10 October 1943. Repatriated 10 February 1945. To United Kingdom again, 24 March 1945. Repatriated August 1945. To No.1 Air Command, 31 August 1945. To AFHQ, 9 October 1945. To "Y" Depot, 31 October 1945; to United Kingdom, 22 November 1945. Repatriated again, 31 March 1946. Retired 13 May 1946. Medal sent by registered mail.

This officer has flown on numerous fighter operations over France, Sicily, North Africa and Italy and has led many fighter bomber sorties over Yugoslavia and Albania with great success. His skill, courage, leadership and devotion to duty have been an inspiration to the rest of the squadron.

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MILLER, Sergeant Howard Abraham (R84164) - **Mention in Despatches** - No.127 Wing (AFRO gives only "Overseas" as unit) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946.. Born 12 December 1917. Home in Windham Centre, Ontario; enlisted in Hamilton, 23 December 1940 as Master Motor Mechanic (Transport) and posted to No.2 Manning Depot. To "B", 4 February 1941. Promoted AC1, 23 March 1941. Promoted LAC, 1 July 1941. To No.6 (Bomber Reconnaissance) Squadron, 4 August 1941; to Alliford Bay, 24 January 1942; promoted Corporal, 1 February 1942; to Patricia Bay, 12

October 1942; to "Y" Depot, Halifax, 1 February 1943; promoted Sergeant, 1 March 1943; to RAF overseas, 8 March 1943. Repatriated 16 November 1945. Released 15 December 1945. Certificate sent 27 September 1948.

RCAF Press Release 5491D issued 5 March 1945 deals with the ground crew of an RCAF Spitfire Wing on the Continent, dealing with several personnel (but only Miller is decorated). Excerpts:

WITH THE RCAF OVERSEAS:- An RCAF Spitfire wing is a flying outfit, but it runs on wheels. It has almost as many motor transport drivers as it has pilots, and perhaps three times as many vehicles as it has aircraft.

The massive, heavy-duty tires of the three-tonner trucks, their rugged tread looking like an aerial photo of the Rockies, churn through the mud and snow that alternate to make driving a sardonic joyride in Belgium's variable winter. From jeeps to the heaviest truck, almost everything on wheels has four-wheel drive - has to, to get in and out of the ruts and holes. And now and then the mobile crane that is also carried on strength of the M.T. section, is called upon to rescue some piece of transport from a bog that even a steam shovel couldn't chew its way out of....

Up until fall, the M.T. section lived and worked in the open, but winter made a move indoors essential for maintenance work, and an abandoned factory some distance from the field was requisitioned as "Main M.T." garage.

Here Sergeant Howie Miller of Simcoe, Ontario and Corporal Joe Bannon of Weston, Ontario boss a crew of 16 fitters and electricians. Both NCOs were experienced garage men in their home towns before the war - and many a super service garage manager in Canada would marvel to see how these lads with their crews of fitters and electricians, working from cramped little machine shops on wheels, sweat and improvise to keep these all-important truck wheels turning.

When Howie and Joe found need of an extra van as an office and spare parts store, one of the drivers with a handyman flare, LAC H.D. "Red" Fisher of Middle Steuracke, Nova Scotia, went to work and remodded an open truck to provide them with a snug headquarters, and a built-in bedroom as well.

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MILLER, F/L Jack Hamilton (J29576) - **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 18 August 1915. Home in Hamilton, Ontario; enlisted there 24 June 1942 and posted to No.1 Manning Depot. To No.6 SFTS (guard duty), 10 August 1942; to No.6 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942 but not posted to No.9 EFTS until 23 January 1943; there until 12 February 1943 and washed out as pilot; posted to No.1 Manning Depot. To No.4 AOS, 3 April 1943; graduated and commissioned 20 August 1943. To "Y" Depot, Halifax, 3 September 1943; to United Kingdom, 12 September 1943. Promoted Flying Officer, 20 February 1944. Promoted Flight Lieutenant, 20 September 1944. Repatriated 15 November 1944; to No.1 Training Command, 11 January 1945; released 26 February 1945. Rejoined RCAF Auxiliary (No.424 Squadron), 20 September 1954 as Accounts Officer (85692); retired 15 December 1956.

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MILLER, F/O James Simpson (J17044) - **Commended for Valuable Services in the Air** - No.353 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 2 March 1915 in Vancouver (RCAF press release 4910 announcing award). Home in Bladworth, Saskatchewan; enlisted in Saskatoon where he had been an oil agent with Miller Brothers, 25 October 1940. To No.1 ANS (guard), 28 November 1940. To No.2 ITS, 23 December 1940; graduated and promoted LAC, 28 January 1941 when posted to No.15 EFTS; graduated 29 March 1941 when posted to No.2 Manning Depot; to No.11 SFTS, 10 April 1941; graduated and promoted Sergeant, 4 July 1941. To Embarkation Depot that date. To RAF overseas, 3 August 1941. Commissioned 12 February 1943. Promoted Flying Officer, 12 August 1943. Promoted Flight Lieutenant, 12 February 1945. Repatriated 2 March 1945. To No.6 OTU, 18 March 1945. Released 28 October 1945. Taken on strength of postwar RCAF as Flying Officer, pilot, 1 October 1946 (19895); promoted Flight Lieutenant, 1 January 1949. Attained rank of Wing Commander, 1 June 1961. Date of retirement uncertain. Died in Okanagan, British Columbia, 4 May 1990 as per **Airforce Magazine** of October-November-December 1990. Public Record Officer Air 2/8959 (material provided courtesy of Steve Brew) has citation, drafted when he had flown 1,324 hours (340 in previous six months).

Flying Officer Miller is a most confident, capable and reliable Captain of aircraft. His skill and judgement have been well proved during the three monsoon seasons through which he has flown. His ability as a pilot of Hudson aircraft is well above the average and he is conscientious, keen and has a fine sense of discipline.

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MILLER, F/O John Alexander Fraser (J40184) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO

133/46 dated 8 February 1946. Born 16 October 1910 in Stellerton, Nova Scotia; home in Perth, New Brunswick (but home also given as Ottawa). He won a scholarship to enter Dalhousie where he studied math and then took law. Began a practice in Toronto but was called for civilian war service in Ottawa until he resigned to join the air force. Enlisted in Ottawa, 29 January 1943. Granted Leave Without Pay until 3 March 1943 when posted to No.5 Manning Depot. To No.3 ITS, 15 May 1943; graduated and promoted LAC, 23 July 1943 but not posted to No.8 AOS until 7 August 1943; graduated and commissioned, 23 December 1943. To "Y" Depot, Lachine, 14 January 1944; to No.2 Aircrew Graduate Training School, 18 January 1944; to "Y" Depot again, 11 February 1944; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 5 March 1944; to No.419 Squadron, 10 June 1944. Promoted Flying Officer, 23 June 1944. Repatriated 2 June 1945, flying a Lancaster back to Canada. Released 10 September 1945. Medal sent by registered mail 13 May 1950. Joined the Toronto law firm headed by Guysborough native J.A. Torey which in a few years became Torey, Miller, Thompson, Hicks and Sedgwick. Died in Toronto, December 1986 (reported in New Glasgow **Evening News** of 22 December 1986).

The courage, skill and devotion to duty this officer has always shown were well illustrated during an operation against Hanover in January 1945, when the aircraft in which he was navigator was attacked and the two inboard engines caught fire. He quickly worked out a course via a safe route to an airfield. It was found impossible to land at the airfield owing to fog and a forced landing had to be made. Two members of the crew were injured. Flying Officer Miller immediately took charge of the situation, organized a search for help and made arrangements for the injured to be moved to a hospital. His coolness and initiative throughout this trying experience were worthy of the highest praise.

Recommendation in DHH file 181.009 D.1941 (National Library and Archives of Canada RG.24 Volume 20612), filed 22 May 1945 by W/C M.E. Ferguson on completion of twelve sorties (80 hours 20 minutes) includes following sortie list and text:

2 January 1945 - Nuremberg (7.50)
5 January 1945 - Hanover (5.15)
11 March 1945 - Essen (5.55)
14 March 1945 - Zweibrucken (7.30)
15 March 1945 - Hagen (7.30)
20 March 1945 - Hemmingstadt ((5.20)
22 March 1945 - Hildesheim (5.55)
24 March 1945 - Bottrop (6.20)
25 March 1945 - Hanover (6.05)
10 April 1945 - Leipzig (8.05)

13 April 1945 - Kiel (6.00)

16 April 1945 - Schwandorf (8.30)

On the night of January 5th, 1945, whilst en route to attack Hanover, the aircraft in which this officer was navigator was attacked and the two inboard engines caught fire. The bomb-load was jettisoned and engines feathered. The navigator remained cool and confident; he quickly worked out a course to a nearby aerodrome in France via a safe route. It was found impossible to land there due to fog, and it was decided to try to return to this country. However, en route it became imperative to crash land in France.

The landing was reasonably successful but two crew members were severely injured. The navigator immediately took charge of the situation after giving what help he could to the two injured members and making them comfortable, he organized a search for aid. Despite several setbacks he was undeterred and finally able to locate a hospital where he made arrangements to have the injured moved for treatment.

His coolness and steadfastness under dangerous circumstances and his proven leadership and willingness to accept responsibilities did much to relieve the suffering of the injured and may even have prevented unnecessary loss of life.

I consider the outstanding coolness and devotion to duty displayed by this officer duly merits the immediate award of the Distinguished Flying Cross.

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MILLER, F/L John Beattie (C7504) - **Mention in Despatches** - No.3 CC - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 9 October 1916. Home in Calgary; enlisted in Edmonton, 12 May 1941 as Radar Mechanic. Posted for training to University of Alberta, 3 June 1941. Commissioned 13 September 1941. To RAF overseas, 15 October 1941. Promoted Flying Officer, 13 March 1942. Promoted Flight Lieutenant, 1 August 1943. Repatriated 17 December 1944. To No.5 Radio School, 2 February 1945. To Western Air Command, 30 April 1945. Retired 22 August 1945 to live in Edmonton. No citation.

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MILLER, FS (now P/O) John Newton (R83897/J18754) - **Mention in Despatches** - No.185 Squadron (now deceased) - Award effective 14 January 1944 as per **London Gazette** of that

date and AFRO 874/44 dated 21 April 1944. Born 18 March 1921 in Toronto. Home there (clerk and labourer in grocery stores). Enlisted there 9 December 1940. At No.1 Manning Depot, Toronto, 9 December 1940 to 8 January 1941; at No.1 AMD, Picton, 9 January to 27 January 1941. At Trenton from 27 January to 10 April 1941 when posted to No.1 ITS; graduated and promoted LAC, 16 May 1941; posted that date to No.9 EFTS; graduated 3 July 1941 when posted to No.1 SFTS; graduated and promoted Sergeant, 13 September 1941. To "Y" Depot, Halifax, 15 September 1941. To RAF Trainee Pool, 27 September 1941. Taken on strength of No.3 Personnel Reception Centre, 14 October 1941. To No.9 SFTS, 3 November 1941; to No.52 OTU, 30 December 1941; to No.164 Squadron, 14 July 1942. Commissioned with effect from 18 October 1942 (but he appears still to have been wearing Flight Sergeant rank when killed). To Peterhead, 21 October 1942 and sent to Gibraltar. Posted to No.185 Squadron, 29 October 1942. On 1 March 1943 (Spitfire BR534) he was on a sweep over Sicily, about 23,000 feet, and about to engage enemy aircraft, his engine cut for no apparent reason. After attempts to start it again he glided to 5,000 feet and baled out; in the water for between 75 and 90 minutes when picked up by High Speed Launch 107. Killed in action, 20 March 1943 (Spitfire BR109); no known grave; name on Malta Memorial.

On 23 March 1943, No.185 Squadron prepared the following report:

At 1440 hours on 20th March, 1943, Flight Sergeant Miller was despatched with one other pilot on a Rhubarb flight. Upon completion of attack, this pilot followed his Leader who was compelled to bale out over the sea, approximately 6 to 8 miles off the coast of Sicily. Flight Sergeant Miller then orbited his Leader who successfully got into his dinghy. Flight Sergeant Miller was attacked by two ME.109s and a short dog-fight ensued, which took the combatants above cloud out of sight. Shortly afterwards the pilot in the dinghy saw a Spitfire come down in a slow flat spin, but did not actually see it enter the water, although certain that it must have done so. There was no further trace of Flight Sergeant Miller.

On 23 March 1943, S/L H.A Crafts, Station Hal Far, wrote to his mother with the following information:

When returning from operations from enemy territory, his leader was forced to abandon his aircraft. Your son remained circling this pilot who successfully got into his dinghy, and your son was able to direct another aircraft to rescue his leader. Whilst circling, however, he was attacked by two enemy aircraft and after the dog-fight which followed his plane was seen to dive into the sea. There was no sign of a parachute. No further information is at present available, but personally I hold no hope.

Your son was a very keen and efficient pilot, well liked by all with whom he came into contact, and his loss to the squadron is very deeply felt, all the more so because of his action which ensured that his leader would be rescued.

His brother, P/O Bruce A. Miller, had been killed in action with No.57 Squadron (29/30 June 1942) after a tour of 30 missions and on his fifth additional mission. The Commanding Officer of the unit, writing to the family, had mentioned that Bruce Miller had been recommended for a DFM. An item in the Toronto **Evening Telegram** of 15 July 1943 had reported on the death of J.N. Miller. In an undated letter, his father, William Harry Miller, wrote asking if his son might receive a gallantry medal. This was the subject of letters to RCAF Overseas Headquarters, March 1944. On 15 April 1944, Air Commodore E.E. Middleton wrote back to AFHQ, explaining that only a VC or MiD could be granted, and also noting that no recommendation for a DFM had been found for Bruce Miller; the conclusion was that such a recommendation had not gotten past Group level.

Other documents indicated he had been shot down nine miles southeast of Sampieri at 1519 hours. A section of Spitfires later escorted a Walrus to the position which picked up the downed pilot. Two Messerschmitt 109s attacked and two Spitfires were shot down.

A letter dated 26 March 1947 but not translated until 27 November 1947 from a German pilot, Heinz Schlechter (Innsbruck, Austria), was directed to W/C Maurice A. Smith, RAFVR, apparently Assistant Editor of **Flight**. It read as follows:

I must first apologize for writing in German, but my school days English is not good enough to tell you all that I want to say. This letter comes from my heart and I can see no other way of sending you some information which will certainly be of interest to you and will also perhaps bring a little pleasure to the people whom it concerns. Please be so kind therefore to have this letter translated and read it. I should naturally be glad of an answer. I found your address in "Flight"...

On 20th March 1943, between 1523 and 1545 hours I was engaged in air combat with an RAF fighter off the south coast of Sicily and I have never been able to forget it. My opponent was a remarkably brave man and I experienced no feeling of triumph afterwards, but as though I had slain a friend. I will tell you how it happened. At the time I was stationed with my squadron at San Pietro, Sicily, I was a young lieutenant and had carried out my first operational flight in the autumn of 1942 in Africa, on the El Alamein front with Jagdgeschwader 27 (Hauptmann Joachim Marseille). I was reckoned as an "old hand" after I had taken part in the Arica campaign and I always flew (in a Me.109G) with a friend of my boyhood whom I had encountered in Africa. He too was a lieutenant and

was 21 and I was 22.

On the day in question (20th March 1943) the alert was given. The weather was very bad. We both took off at 1523 hours and soon reached the coast and were glad to be out of the bad weather. We climbed higher and after five minutes flying time we saw below us, at a height of some 500-300 metres a single Spitfire (probably IX) who paid no attention to us. We saw at once that the pilot was circling an air-sea rescue post, two or three kilometres from the enemy coast at this low altitude. Apparently one of his formation had crashed in the sea. Bernd attacked at once but the Spitfire got away so quickly that the attack was fruitless. I should explain that Bernd Schneider (also from Innsbruck) had already 27 confirmed "kills" to his credit and was on his way to become a great "ace". The engagement went on like this for some time. I did not fire at the Spitfire but covered my friend from the rear. The renowned manoeuvrability of the Spitfire stood our unknown enemy in good stead. He dodged every attack cleverly, constantly remaining 50 to 100 metres below us, following all our twists and dodges, and we put up a fine show. He did not think of drawing away and hiding himself in the clouds which hung like a thick curtain before the coast, only 1-2 kilometres away. 15 minutes passed and we had received a few hits, but we could not catch up with him. The cockpit was hot for we were flying with engines all out, and the pitiless sun hurt our eyes and we were tired. We were ready to break off the engagement as our fuel was getting short and we were wondering how we should get back to base. Just at this moment, however, the Spitfire managed to get behind us and we realised what we were up against. This was no novice but a first rate man who meant to settle his fight one way or another. In the meantime we had gradually drawn closer to the clouds. The Spitfire was at the same altitude and had a lead of 500 to 600 metres. Now we thought something will happen. The Spitfire could have vanished in the cloud, but he did not ! Suddenly he came towards us, with the evident intention of shooting one of us down. A clever dodge; I was so surprised that I forgot to fire, but Bernd fired a fraction of a second before the Spitfire pilot who flew clean into the hail of fire and was almost certainly hit at once; the Spitfire passed 50 metres away from me and I saw it breaking up; out of control it plunged into the sea without catching fire. The waves rose high, like a memorial which the unknown man himself erected as a token of parting with life, then they swirled together and closed the gap made by the aircraft.

Just afterwards we flew over the point of crash at a height of only a few metres, but no trace could be seen.

Quiet and exhausted we flew back to base after an unforgettable experience. Who could this man have been ? How old was he ? What did he look like ? When Bernd climbed out of his aircraft he was very quiet and said little, only, "Come, Heinz, get ready quickly, they will try to recover him, we shall have to take off again very son." At the end of ten minutes we were in the air again and had to deal with our enemy's comrades (8 to 10 Spitfires). It was clear that they were missing their outstanding leader. We were under heavy fire but we shot two down.

War had its will and we lived only from day to day. Years have passed and I have never forgotten this man. Who mourned for him ? What has become of Bernd ? On the 2nd May of the same year, after 35 air victories he was shot down into the Mediterranean and his body lies in the same grave as that of his most valiant opponent. This was his hardest and greatest fight. I was shot down four days before Bernd and was four days in the Mediterranean. I had to continue the fight on different fronts and was shot down more than once and shot others down. I was one of the few who returned home; we two, Bernd and I were Austrians, but we were soldiers and did our duty. We should so much have liked to be friends with you and flown with you.

Now to my request, Mr. Smith. Will you try to find out who this man was and will you drop this belated wreath from his former opponent on his watery grave. I suppose that the RAF presumes this airman is missing, for I am the only witness of this combat who is still alive. Will you be so kind as to send on this letter to his parents or relations and friends; perhaps one of the men of the RAF who was in his unit will still be alive. I should be so glad if my wish could be fulfilled. I should not mind if my letter was published...

Date of incident 20th March 1943, at about 1535 or 1540 hours. Place 2 or 3 km south of Cap Passero (South Coast of Sicily near Comiso), 200 to 300 metres above the sea. Afterwards there was a search by ten Spitfires at the same spot from about 1610 to 1650 hours.

In conclusion I should be glad of an answer and I hope that those who loved this outstanding pilot have, by my letter, been freed from a painful uncertainty. He was vanquished by no unworthy foe, for Bernd too was a wonderful person, there are few of his equals in this world. This however is poor comfort. The grief for our opponent will be none the less bitter.

On 13 June 1947 Heinz Schlechter was advised as to the identity of the pilot (Miller). On 6

November 1947 Heinz Schlechter wrote again, asking if the contents of his letter had been communicated to the family. RCAF Overseas Headquarters pondered whether this should be done and decided on 27 February 1948 to inform the family. However, any letter to them does not appear on the file of J.N. Miller.

For all these remarks about his fine flying, Miller had been only an average student in Canada; at SFTS he graduated 46th in a class of 59 and the assessment damned with faint praise - "Has shown a marked improvement after a slow start. Inclined to lack confidence. Has no outstanding faults."

At No.52 OTU, however, he improved. He had been posted there in December 1941, but soon after reporting he stumbled in a blackout, struck his head on a brick wall, and was unconscious for nine hours. Treatment for concussion and other ailments held him back until he was able to take Course No.18 - 12 May 1942; to 14 July 1942. He arrived with 84 hours 35 minutes dual flying (day), 84 hours 30 minutes solo flying (day), six hours 20 minutes dual (night) and five hours 20 minutes solo (night), along with 25 hours 45 minutes of instrument flying, five hours 15 minutes formation flying, and 31 hours "Link" time. At OTU he flew two hours 35 minutes day dual on the Master, nine hours 50 minutes day solo on Master, 58 hours ten minutes day solo on Spitfires, plus three hours 45 minutes instrument flying (Spitfires), 16 hours five minutes formation flying (Spitfires) and 13 hours "Link" time. He fired 5,300 rounds air-to-air (and had 1.5 percent hits), 1,600 round air to ground. He was graded "Average" in all categories except "Skill in Landing" and "Formation Flying" (graded "Above Average" in both) and generally assessed as "Should make a goof fighter pilot".

When shot down, his Flight Commander, F/L H.C. Knight, wrote, "An excellent pilot of good character and a definite loss to the squadron".

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MILLER, F/O Kenneth Stuart (J17945) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 11 February 1944 and AFRO 644/44 dated 24 March 1944. Born 19 January 1920 in Montreal; home there; enlisted there 10 January 1941 and posted to No. 1 Manning Depot. To No.1A Manning Depot, 19 February 1941. To No.5 SFTS (guard), 2 March 1941. To No.3 ITS, 3 May 1941; graduated and promoted LAC, 11 June 1941 although posting to No.11 EFTS was effective 9 June 1941; graduated 27 July 1941 when posted to No.8 SFTS; graduated and promoted Sergeant, 10 October 1941. To No.3 Training Command, 24 October 1941, possibly in anticipation of duty at No.6 SFTS. To "Y" Depot, Halifax, 28 December 1941. To RAF overseas, 7 January 1942. Promoted Flight Sergeant, 10 April 1942. Promoted WO2, 10 October 1942. Promoted WO1, 10 April 1943. Commissioned 28 April 1943. Promoted Flying Officer, 28 October 1943. Repatriated 18 December 1944. To "Y" Depot again, 29 January 1945. To United Kingdom, 18 February 1945. Promoted Flight Lieutenant, 28 April 1945. Repatriated 23 July 1945. Released 13 September

1945. Medal presented 25 February 1949. Shown in RCAF photos PL-28063 (ex UK-8952) and PL-28064 (ex UK-8953), dated 18 March 1944.

This officer has completed many sorties. During all these operations his determination to attack the enemy has been outstanding. On two occasions Flying Officer Miller has led formations against enemy convoys. On both flights the attacks were pressed home courageously in the face of persistent anti-aircraft fire from shore and escort vessels. This officer has also led formations which have accompanied torpedo-carrying aircraft and has never failed to display the greatest resolution in this dangerous task.

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MILLER, F/L Robert (J9491) - **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 30 June 1921. Enlisted in Montreal, 24 April 1941. To No.1 Manning Depot, 2 May 1941. To No.3 ITS, 2 July 1941; graduated and promoted LAC, 8 August 1941; posted that date to No.4 EFTS; graduated 25 September 1941 and posted to No.9 SFTS; graduated and commissioned 19 December 1941. To Trenton, 20 December 1941. To No.8 SFTS, 28 March 1942. Promoted Acting Flying Officer, 15 July 1942; confirmed in rank, 1 October 1942. To No.1 OTU, 13 May 1943. To "Y" Depot, 30 July 1943. To United Kingdom, 25 August 1943. Promoted Flight Lieutenant, 19 December 1943. Appears to have retired overseas, 10 September 1945. Certificate sent to him in UK, 10 August 1948.

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MILLER, S/L Robert Fred (J15481) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Lived in Marshal, Saskatchewan before enlistment in May 1940. Trained at No.1 WS and No.2 BGS. Remained in postwar RCAF (20032). Queen's Coronation Medal, 23 October 1953, at which time he was a Group Captain in No.1 Air Division Headquarters. Commanded Station Comox, 1958 to 1962. Retired 1971. Died in Nanaimo, 25 March 2003. Photo PL-36363 is a portrait. No citation.

MILLER, S/L Robert Fred (J15481) - **Air Force Cross** - No.1666 Conversion Unit - Award effective 1 September 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. No citation in AFRO or biographical file. First recommended for AFC, 18 June 1943. DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation dated 25 January 1944 when he was with No.1659 Conversion Unit as Chief Ground Instructor.

Since coming to this unit on 28.10.42, after completing tour of operations,

Squadron Leader Miller has applied himself untiringly to his duties as a Chief Ground Instructor at this unit. He has been responsible for the introduction of several Ground Instructional Working Models of aircraft equipment and aircraft lay-out, and has organized the Ground Training in such a manner as to be most receptive to the trainees. He has shown unselfish application of his time, and the leadership which he has given has been an inspiration and an example to all other instructors under his command. The success of this unit is attributed to his untiring efforts.

Same file has recommendation from No.1666 HCU, 25 July 1944:

Squadron Leader Miller has, by his magnificent leadership, contributed to the excellent results of the Conversion Units in this Group. He pioneered the job of CGI in No.1659 Heavy Conversion Unit, and then became CGI at No.1666 Heavy Conversion Unit. His fine record of achievement has been proved by the excellent results obtained in so short a time, with poor and inadequate equipment and personnel. Since he completed his first operational tour he has amassed a great store of knowledge of all branches of aircrew training, and both on the ground and in the air he has proved by personal demonstration to Navigators, Engineers, Wireless Operators and Gunners, his outstanding ability to transmit to them his practical knowledge.

To this, G/C N.S. McGregor adds:

Squadron Leader Miller has shown himself to be an outstanding organizer and administrator. He has designed and constructed personally a very great number of novel and original instruction devices that have contributed in an inestimable degree towards the high standard of training carried out in this Base [Wombleton]. His example of industry and enthusiasm have at all times been a marked incentive to all those with whom he has been associated, both on the ground and in the air. A truly brilliant mind, coupled with tireless energy which deserve tangible recognition as an incentive to others...

Public Records Office Air 2/9019 has what may be deemed as the final recommendation which noted he had flown 200 non-operational hours, 150 in previous six months.

This officer, a wireless operator/air gunner, has, by his splendid leadership, outstanding organizing and administrative abilities, contributed to the excellent results of the conversion units in the Group. He was the first Chief Ground Instructor in No.1659 Heavy Conversion Unit and afterwards held the same

appointment in No.1666 Heavy Conversion Unit. His great skill has been proved by the good results obtained in so short a time, with poor and inadequate equipment and personnel. He has personally designed and constructed a very great number of novel and original instruction devices that have contributed in an inestimable degree towards the high standard of training carried out at the unit.

RCAF Press Release 1259 dated March 18, 1943:

THIS BOMBING BUSINESS

by Squadron Leader R.F. Bob Miller

(Squadron Leader R.F. Bob Miller is now the Chief Ground Instructor of an RCAF Conversion Squadron in the new RCAF Bomber Group. A twenty-seven-year-old wireless operator/air gunner, he joined the Air Force in May 1940 and after training in Canada crossed to England and has completed seventeen operational bombing flights over enemy territory).

The one thing that really strikes me about this bombing business is the grand spirit of comradeship which springs up among bomber crews. Once you've been out with a crew and encountered the flak and the searchlights and the night fighters and really lousy weather all together – all together as a team I mean – then each one of you becomes possessed of a number of brothers. Brothers nearer and dearer perhaps than real brothers. It certainly impressed me and has meant quite a lot to me.

I never gave much thought to that side of Air Force life when I joined up in Saskatoon in the spring of 1940. Born in North Battleford, Saskatchewan, I went to school at Marshall and when I'd thought I'd learned enough I took up all manner of jobs. I must have held forty odd. I don't know whether it was the roving spirit or not but I left a job to take on another job, only to return to the original one eventually. I was working on Government telephone lines, after a long trick as a truck driver, when I decided to join up. My father really made up my mind. He is one of the best soldiers in the world. He has been through the South African War and through the Great War and the stories he told me of his experiences certainly gave me the itch to get cracking when the present war broke out.

So I went to Saskatoon in the spring of 1940 to join up. It was just like applying for another job and I was used to that so it didn't give me any worry. I remember

going up the steps of the Bessborough Hotel where the recruiting people were with quite a buoyant feeling though. At the top of the steps I met Captain Braley, my home town padre, and he took me along to the recruiting room. I thought the fellows there would be very tough and military but I found them very courteous and helpful. I told them I wanted to be a wireless operator. I have been tinkering with radio all my life as a hobby, hence my choice. They took down copious notes about me and I had a medical examination which I passed successfully.

Then I went home and waited. But I heard nothing and the days went by. I'd almost made up my mind to have a try at the Army when my Air Force papers came through. Back to Saskatoon I went and there I was sworn in and told to report to the Toronto Manning Pool. I think the whole town came to see me off. I was the first of our town to go away for the Air Force so I guess they thought they would give me a real good send off. It seemed as if I was leaving home forever.

At the Manning Pool I found quite a number of Western Canadian lads and we sort of grouped together. Many of them have since been killed or are missing. We did drill and all the preliminaries. But I was also given my uniform and I felt pretty proud of myself. At last my ambition to fly was coming true – an ambition I had held since the day war broke out. I liked that drill and training although I had expected to get straight away on to radio work. But that was to come later.

We moved from the Pool to the Hunt Club where we were taught airmanship and discipline. Then we were broken up into our classes – pilots, navigators, wireless operators and gunners. We each had to go in and say which we preferred. I was about the only one who stuck out for a wireless operator's job. Most of the chaps – in fact all of them – were keen to be pilots, as is to be expected. They didn't know then that one can be as proud to wear a navigator's or air gunners' badge as the pilot's wings.

The Montreal Wireless School was the next step and here I took my first flight in a Norseman aircraft, practising communication with the ground. I can't remember much about that first flip. I was kept too busy perhaps to realize I was off the ground at long last. I guess it was my natural enthusiasm for radio work that brought me out top of the course. Then I went back to Saskatchewan – to Mossbank – for my gunnery. I was very interested in that and always liked it and came second on the course. We flew Fairey Battles with free guns and had ground instruction on operational turrets. At the end of this gunnery course I ceased to be a non-entity and proudly wore my sergeant's stripes and wireless operator/air gunner's wing. With them sewed up I went home on leave. It was about Christmas

time. It was my last Christmas in Canada before I went overseas and it was the best Christmas I've ever had.

All this time we had been watching the war news and like many another newly-fledged airman, I was itching to get down to the real thing. In the spring of 1941, with thousands more trained airmen, I set sail for England. It was terribly rough and I must confess I was sea-sick. Fortunately we weren't troubled by German subs.

It was good to see England, or at least know we had arrived for the first thing we saw were searchlights weaving around. There was no air-raid on; the searchlights were just practising as we learned later. We stumbled ashore in the darkness and with all our kit were packed on a train and off we went. We couldn't see much from the train because they were all blacked-out. It seemed very eerie and we were all excited and I suppose nervous but we did plenty of singing to keep our spirits up. Then we arrived at our dispersal center. It was a great camp some miles from London. On our visits to London in the evening we had our first experience of air raids. Some of our personnel were killed in London. I had one or two scares – once when a high explosive fell near enough to give me quite a shock. But I wasn't scared too much. I've been scared plenty of times in the air but I feel pretty safe on the ground somehow.

I was next posted to an Operational Training Unit and we flew in a real bomber for the first time. It was a two-engined Whitely. I didn't like this type of bomber at first but I got to like it and I still think it is a pretty good job although it is out-dated now. I flew with a full-blooded Maori New Zealander skipper, an Australian second pilot, an English navigator and a Scotch rear gunner, so we were a pretty mixed bunch. With this crew I joined an R.A.F. Whitely Bomber Squadron in the north of England.

I was there about a week and then I went on my first 'op' as a wireless operator to Hamburg. I was pretty well keyed up for it and didn't know what to expect. I had heard plenty of tales but it turned out better than I expected. There were bags of flak and searchlights and although I felt pretty nervous I was excited too and that helped me to tide over. It was a pretty good trip all round. But it doesn't stick in my mind very much. It just seemed to happen and seemed but a natural consequence of all my training. It was good to get back to earth though.

With this squadron I went on twelve operational trips. Berlin was the worst trip. It was the night thirty-seven of our kites went missing. We had a pretty rough

time but we got back OK. Everything froze up on us but we got thawed out. The kite began to shudder as the ice formed on the wings, on the gun turrets, on the window and none of the automatic instruments worked. You couldn't see where you were; you didn't know what speed you were doing or how low you were. The only thing that kept on working was the navigational compass – but direction didn't help much when the kite was losing height. But we got thawed out by using the heat of the motors although we were pretty hot round the collars ourselves. I was pretty well upset and thought at one time we had “had it.” It was a terrifying time because we all felt so helpless.

On one of these twelve trips I went as a rear gunner for a change. It was to my old friend Hamburg – altogether I've been there five times and each time the flak seemed to get worse. I liked the change over to the rear turret. It gave me a new perspective of things, particularly the organization of the crew and the importance of the rear gunner. It gave me a better view too of the target and of the flak curling up.

Our Commanding Officer at this time was Wing Commander P.C. Pickard, D.S.O., D.F.C., and our squadron was detailed to train paratroops. We hadn't been on this training long when the King and Queen came to our station to see a display of paratroop dropping. As I was flying I wasn't able to meet Their Majesties as some of the luckier Canadians did who were on the ground.

Soon afterwards we went to Malta. We flew all day on Christmas Day 1941. We were training paratroops there too but we were on a special job so I can't say much about it. Malta at this time was suffering under the German raids. In the two weeks we were there we had no less than one hundred and fifty-six raids. We really got used to the raids for they came at all hours of the day and night. Again I had some near escapes. Our kite was blown to bits on the ground in one attack so when it was time to make our departure we had to take to the sea. We had to make a criss-cross journey by way of Egypt and Africa sailing most of the way. But I wasn't sea-sick again.

Back in England I rejoined my squadron and received the commission which had been waiting for me since October 1941. I did one more operational trip to the enemy submarine base of Lorient and then I was shifted to the first RCAF Bomber Squadron to be formed in Britain. They were converting from Wellington two-engined bombers to Halifax four-engined bombers and I went along as an instructor. This famous squadron just finished its conversion in time for the four big one thousand bomber raids on Germany and I went out on every one of them

and that brought my number of 'ops' up to seventeen.

Then, with the formation of the new RCAF Bomber Group I was promoted to Squadron Leader and became the Chief Ground Instructor to a Conversion Squadron which provides instruction for all members of crews coming off two-engined kites to go onto the big stuff. I rather like the work I'm doing. It's true I'm not flying any more – I hope to get a trip in though now and again – but I know how valuable proper instruction is and, of course, the training back home in Canada for air crews can never properly reach the pitch of operational instruction and that is our job. Under me are twenty-five instructors and the Commanding Officer of the outfit is Wing Commander Bob Turnbull, DFC, who also comes from Saskatchewan.

That's about all of my story. Perhaps I haven't stressed enough the "flying upside down over the Alps" sort of stuff. The only real shaky 'do' I had was once when we crash-landed with a full bomb load. We had just got up when the engines cut and we began to lose height. We were just able to make an aerodrome where we crashed into some defence barriers. Fortunately the bomb load didn't go up otherwise I wouldn't be able to write this. Nor were we hurt. We were just bruised a bit. The most exciting part of any trip, in my opinion, is the waiting for the take off when we are all pretty jumpy. Once we are in the air and have settled down to our various jobs – well, we have something to do to keep our minds occupied.

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MILLER, S/L Ronald Duncan (J3263) - **Commended for Valuable Services in the Air** - No.3 SFTS - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born in Riverhurst, Saskatchewan, 26 September 1915. Clerk accountant for four years; postmaster for two years. Enlisted in Regina, 3 June 1940 and posted to No.1 Manning Depot, Toronto. To No.1 ITS, 14 June 1940. Promoted LAC, 19 July 1940; posted next day to Moose Jaw Aero Club; to No.1 SFTS, 14 September 1940; may have graduated 21 November 1940 but not commissioned until 1 January 1941. To Central Flying School, 11 January 1941. Posted to No.3 SFTS, 26 February 1941. Promoted Flight Lieutenant, 15 July 1942. To Central Flying School, Trenton, 25 March 1943. Returned to No.3 SFTS, 18 April 1943. Promoted Squadron Leader, 1 August 1943. To AFHQ, 20 July 1944. Attended Empire Central Flying School, Hullavington, England, 20 July to 5 December 1944. To No.2 Air Command, 7 December 1944. To No.4 SFTS, 12 December 1944. Released 21 May 1945. Rejoined RCAF in Regina, 21 January 1952 as a Primary Reserve Officer (131629), serving with No.435 Squadron from 23 February 1952 to 10 March 1952; same unit again, 17 January 1953

to 7 February 1953, and finally from 6 October to 21 October 1956. Transferred to Supplemental Reserve, 10 April 1958. Died at Riverhurst, Saskatchewan, 4 January 1981 as per **Legion Magazine** of July 1981.

This officer has been employed on flying training for the past three years and throughout this period has shown exceptional zeal and competence in the execution of his duties.

The original recommendation was for an Air Force Cross and raised by G/C W.R. Irwin on 12 July 1944. His appointment was that of Squadron Commander and Acting Chief Instructor; he had flown 1,775 hours (146 in previous six months) of which 1,337 were instructional (115 in previous six months). Text was as follows:

Employed in training since March 1, 1941. Has shown exceptional zeal and devotion to duty. Has shown unusual willingness to study and apply improved methods and has given freely of his time in passing on his knowledge to others and in the organization of instruction. Throughout, he has retained his enthusiasm and his work has been an excellent example and inspiration to junior officers.

On 1 August 1944, A/V/M G.R. Howsam (Air Officer Commanding, No.4 Training Command) recommended a change to Commendation and this was followed through to AFHQ,

Notes: As of 24 December 1945 he recorded his total flying as 2,003 hours 20 minutes (all non-operational) of which 303.35 was single-engine and 1,699.45 was multi-engine. Types flown were Crane (1,111.20), Harvard (121.45), Moth (63.25), Anson (474), Nomad (18.10), Oxford (38.40), Lockheed 10 and 12 (30), Magister (9.20), Hurricane (5.45), Hudson and Ventura (eight hours).

Selected Assessments: "Examining Officer and is now acting Squadron Commander and doing a good job." (W/C J.L. Berven, No.3 SFTS, Calgary, 6 January 1943).

"This officer has been doing a very good job as Squadron Commander since 3 March 1943 in the rank of Flight Lieutenant. It is the considered opinion of the undersigned that this officer merits promotion to higher rank. It is therefore recommended that he be immediately promoted to the rank of Acting Squadron Leader." (S/L M.C. McDiarmid, No.3 SFTS, 27 July 1943).

"A conscientious and capable officer who has been carrying out the duties of Acting Chief Instructor very capably. A valuable officer who profits by experience." (W/C W.R. Irwin, No.3 SFTS, 23 November 1943).

"This officer has maintained a good average standard throughout the course. He is not outstanding in any respect, but the course should have served to broaden his horizon and to make him more valuable in a position of authority. His essay and course record were of good average standard." (W/C A.C. Kermode, Empire Central Flying School, 29 November 1944, noting that course had been 23 August to 22 November 1944, and that he had flown 107 hours 35 minutes. Other instructors noted he was quiet but competent.)

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MILLER, P/O Stanley Creighton (J86828) - **Mention in Despatches** - No.407 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date; WAG for F/O Bateman in U-boat kill of 4 May 1944. Born 22 February 1920. Enlisted in Halifax, 2 September 1941. To No.1 Manning Depot, 15 October 1941. To No.4 WS, 10 April 1942. Promoted LAC, 11 May 1942. To No.6 BGS, 27 December 1942. Graduated and promoted Sergeant, 25 January 1943. To No.34 OTU, 5 February 1943. To "Y" Depot, 15 May 1943. To RAF overseas, 20 May 1943. Promoted Flight Sergeant, 25 July 1943. Commissioned 10 May 1944. Promoted Flying Officer, 10 November 1944. Repatriated 2 August 1945. Released 23 September 1945. RCAF photo PL-40122 (ex UK-12177 dated 7 July 1944) shows the following crew from attack on **U-846**: F/O L.J. Bateman (Winnipeg), WO1 J.W. Aulenback (Bridgewater, Nova Scotia, WOP/AG), F/O W.R. Keele (Toronto, second pilot), WO2 S.C. Miller (South Maitland, Nova Scotia, WOP/AG), WO1 A.E. Peter (Hanover, Ontario, navigator) and Sergeant T.I. Harries (Pontygwaith, Rhonda, South Wales, WOP/AG). DHH file 181.009 D.2620 (Library and Archives RG.24 Volume 20628) has recommendation drafted 7 May 1944 when he had flown 14 sorties (131 hours ten minutes) as WAG:

A keen and skillful operator, this Warrant Officer's fine work of homing on the Special Equipment in the early morning of May 4th, 1944 resulted in his captain's attacking and destroying an enemy submarine (Bay of Biscay, Ubat Report number Chivenor Ubat/24 dated 5th May 1944).

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MILLER, Sergeant (now WO1) Thomas Breech (R64816) - **George Medal** - No.78 Squadron - Award effective 6 January 1942 as per **London Gazette** of that date and AFRO 1870/42 dated 20 November 1942. Born in Waubaushene, Ontario, 6 May 1921; home in Saint John, New Brunswick; enlisted in Moncton, 18 July 1940. To No.1 Manning Depot, 2 August 1940. To No.8 (BR) Squadron, 16 August 1940. To No.1 ITS, 11 October 1940; graduated and promoted LAC, 8 November 1940; posted that day to No.1 AOS; to No.1 BGS, 2 February 1941; promoted Sergeant, 15 March 1941 and posted that date to No.1 ANS. To Embarkation Depot, 4 May

1941; to RAF overseas, 18 May 1941. To No.19 OTU, 15 June 1941; to No.78 Squadron, 30 August 1941. First operation was 2 September 1941 (Frankfurt); second operation was 6 September 1941 and brought him the George Medal. Following medical treatment he rejoined the squadron, flying four operations - 11 February 1942 (Le Havre, on Whitleys, after which unit converts to Halifax aircraft), 29 April 1942 (Ostend), 30 May 1942 (Cologne), and 1 June 1942 (Hamburg). Shot down and taken prisoner on this last sortie. Commissioned while a POW (1 June 1943, J96500); released and in UK, 12 May 1945. Repatriated 1 June 1945. Released 2 October 1945. Died in Thunder Bay, 10 August 1996 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1997. Obituary notice stated that following his second crash he spent four days in a dinghy off the Dutch coast, paralyzed with a back injury, until rescued by Germans. Following the war he studied history at the University of Toronto and diplomatic history at the London School of Economics (Ph.D., 1954). Accepted a teaching position with Lakehead Technical Institute (later Lakehead University); active in Canadian Institute of International Affairs and numerous local organizations. Retired in 1988.

One night in September 1941, Sergeant Miller was the air observer of an aircraft which, following a successful attack on a target in North West Germany, had been attacked by an enemy fighter. The controls were damaged, and the starboard engine was put out of action, and the pilot had to effect a forced landing. The aircraft landed heavily with undercarriage retracted, came to rest half over a hedge, and caught fire.

The rear gunner and second wireless operator were only slightly injured and escaped from the rear of the aircraft. Sergeant Miller was also uninjured and escaped through the top hatch. He then noticed that the pilot and first wireless operator were still in the aircraft, which was now blazing furiously.

Undeterred, Sergeant Miller re-entered the aircraft through the top hatch and found the captain lying in a dazed condition, as he had been wounded about the face and head. Sergeant Miller pulled the captain through the hatch and carried him away from the aircraft. He returned for the first wireless operator, who was lying in the rear of the cabin, very badly hurt and with his clothing on fire.

Sergeant Miller succeeded in lifting him through the hatch and carried him to a place of safety, where he beat out the flames from the injured man's clothing with his hands, after rolling him on the ground in an attempt to smother them. The flares, oxygen bottles, ammunition and petrol tanks began to explode immediately after Sergeant Miller got clear of the aircraft. He received severe burns to his hands while rescuing his comrades, whose lives were undoubtedly saved by his prompt and extremely brave action.

The website "Lost Bombers" has the following on the sortie that ended in his capture. Halifax R9364, target Essen, 1-2 June 1942. This was one of three Halifaxes of No.78 Squadron lost on this mission; the others were W1143 and W7698. It was airborne at 2303 hours, 1 June 1942 from Croft. Damaged by flak which caused the rudders to stall, followed by a flat spin into the sea off the Dutch coast. On impact the fuselage broke into two sections and the two survivors were thrown into the sea. Both were quite badly hurt, but they managed to get into the dinghy and were rescued four days later by a German vessel. Crew consisted of P/O J.S.Lawson, RCAF (killed), Sergeant R. McGlen (killed), Flight Sergeant T.B.Miller GM, RCAF (POW), Sergeant D.E.West (killed), Sergeant W. Thompson (killed), P/O P.J.Jones (POW). Jones was interned in Camp L3, POW number 550; Miller was held in Camps L3, L1, L6, L4, and L1, POW number 514.

Note: An on-line history of Lakehead University includes the following:

Who first thought of creating a postsecondary educational institution in the Canadian Lakehead? It is hard to say, but the first visible action was when Mayor Fred Robinson put the idea before the Port Arthur city council and got its support. Lakehead Technical Institute, established on June 4, 1946, by an Order-in-Council of the Province of Ontario, was the first result of his proposal.

A critical move toward developing a university-level institution was the hiring in 1955 of Thomas Breech Miller, PhD, a war hero and a recent doctoral graduate in History from the University of London. Miller had served in the Royal Canadian Air Force, survived being shot down twice, spent four years as a prisoner of war in Germany, and was the first Canadian to win the George Medal. As an undergraduate supported by the Department of Veterans Affairs, he had not concentrated on getting top marks. Instead he concentrated on getting as broad an education as possible. Thus when Lakehead Tech asked him to teach first-year History, English, Philosophy, and Political Science, he accepted with alacrity. By all reports he taught those four Arts subjects successfully and, one by one, established the needed departments.

With his foot in the door, Miller along with Doug Fisher and many others agitated for the establishment of Lakehead University which came about when *The Lakehead University Act, 1965*, was given royal assent by the Lieutenant-Governor of Ontario. Miller headed the History department and for one year doubled up as Director of Extension, which meant sending faculty members out to teach weekend courses in every Northwestern Ontario community large enough to have a high school. Miller received offers for appointments to more prestigious universities but turned them all down. His heart was in the Lakehead,

his wife's home town, and in Lakehead University where he was a prominent figure until his retirement. He died in 1996.

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MILLER, S/L Thomas Langford (C1431) - **Member, Order of the British Empire** - Station Sea Island - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 8 September 1906 in Winnipeg (published in **War Service Records, 1939-1945**, Canadian Bank of Commerce, 1947). Educated at Public and High Schools in Brandon. Bank Clerk (Bank of Commerce). Enlisted 30 November 1939 as Equipment Officer. As of 1 November 1940 he was a Flight Lieutenant and as of 27 March 1941 he was at No.3 SFTS. Promoted Squadron Leader, 1 January 1942. To Western Air Command, 22 April 1942. To No.4 Group Headquarters, 6 September 1943. To No.32 OTU, 9 April 1944. To No.6 OTU, 31 May 1944. To Sea Island, 19 November 1944. To Western Air Command Headquarters, 3 October 1946. Released 9 October 1946.

This officer has been an outstanding example to officers and other ranks of his section. He has been cheerful and co-operative under all conditions and has maintained an excellent standard of efficiency in personnel under his command, which has contributed noticeably to the general efficiency of the station.

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MILLER, P/O William Donald (J85773) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 10 April 1922 in Peachland, British Columbia; home there (farm labourer); enlisted in Vancouver, 26 January 1942. To No.3 Manning Depot, 8 March 1942. To No.4 ITS, 6 June 1942; graduated and promoted LAC on 31 July 1942 but not posted to No.2 AOS until 29 August 1942; graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 2 January 1943; to RAF, 25 January 1943. Promoted Flight Sergeant, 18 June 1943. Commissioned 4 April 1944. Promoted Flying Officer, 4 October 1944. Repatriated 24 December 1944. To Western Air Command, 13 January 1945. Released 19 July 1945. Medal presented in Vancouver, 22 October 1949. Died 23 March 2008, possibly in Cranbrook, British Columbia. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3080 (RG.24 Vol.20636) has recommendation dated 20 August 1944 when he had flown 38 sorties (190 hours 35 minutes), 29 January to 14 August 1944 (98 "points"). Navigator to P/O Hegseth.

This officer has completed a notable tour of thirty-eight operations. An

exceptional navigator, his skill, cheerful confidence and unceasing vigilance have been largely responsible for the successful completion of many missions. His courage and determination to make every sortie a success have won high praise.

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MILLER, S/L Wilmer Earl (J8654) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December and AFRO 212/46 dated 1 March 1946. Born in Hagersville, Ontario, 7 March 1917; home there (Department of Highways employee); enlisted in Hamilton, 20 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 8 January 1941; to No.31 SFTS (guard duty), 17 March 1941; to No.3 ITS, 4 May 1941; graduated and promoted LAC on 1 July 1941; posted that day to No.15 EFTS; graduated 20 August 1941 and posted to No.11 SFTS; graduated and commissioned 7 November 1941 To No.6 SFTS, date uncertain. Promoted Acting Flying Officer, 1 June 1942; confirmed in rank, 1 October 1942. To Mountain View, 11 October 1942. To Debert, 24 September 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Promoted Flight Lieutenant, 7 November 1943. Repatriated 11 September 1946. Released 25 October 1946. Medal presented 9 April 1948. Rejoined RCAF Auxiliary at Sea Island, 17 September 1950, serving with No.2442 Aircraft Control and Warning Unit. Released 1 May 1951. Appears to have moved to England (Stainer, Middlesex). No citation other than "completed...numerous operations against the enemy in which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 15 May 1945 when he had flown 27 sorties (179 hours five minutes) between 23 October 1944 and 13 April 1945.

The above mentioned officer has completed twenty-seven operational sorties over some of the most heavily defended targets in Germany as captain of aircraft. In his capacity as Flight Commander his work has at all times been of a high standard. His cheerful confidence and courage has inspired a high standard of morale in his crew and has been an inspiration to those associated with the squadron.

The sortie list was as follows (* denotes daylight mission):

23 October 1944 - Essen (6.10, second pilot)
25 October 1944 - Hamburg (4.30, second pilot)
30 October 1944 - Cologne (6.45)
4 November 1944 - Bochum (5.300)
21 November 1944 - Castrop Rauxel (6.10)
27 November 1944 - Neuss (5.00)

30 November 1944 - Duisburg (6.00)
2 December 1944 - Hagen (7.15)
4 December 1944 - Karlsruhe (6.35)
6 December 1944 - Osnabruck (5.40)
18 December 1944 - Duisburg (6.05)
6 January 1945 - Hanau (6.20)
13 January 1945 - Saarbrucken (7.10)
14 January 1945 - Gravenbreich (6.05)
16 January 1945 - Magdeburg (6.45)
8 February 1945 - Wanne Eickel (6.25)
13 February 1945 - Bohlen (9.00)
14 February 1945 - Chemnitz (7.45)
20 February 1945 - Monheim (7.00)
21 February 1945 - Worms (7.10)
23 February 1945 - Essen (5.55*)
24 February 1945 - Kamen (6.15*)
27 February 1945 - Mainz (6.55*)
2 March 1945 - Cologne (6.00*)
4 April 1945 - Harburg-Rhenanian (6.15)
8 April 1945 - Hamburg (4.20)
10 April 1945 - Leipzig (8.20*)
13 April 1945 - Kiel (6.05)

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MILLIGAN, F/L Kenneth Ivie Roy (J28254) - **Distinguished Flying Cross** - No.7 Squadron (now POW) - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 4 September 1917 in Vancouver; home there. Attended Vancouver Collegiate to 1931 and Magee High School 1932-1936. Woolworth stock clerk, 1937-1939, clerical work with a law firm, 1939-1940 and clerical work for B.C. Telephone, 1940-1942. Served with Seaforth Highlanders (Reserve), July 1940 to April 1942. Enlisted in Vancouver, 22 April 1942. To No.3 Manning Depot, 6 July 1942. To No.4 SFTS, 14 August 1942. To No.7 ITS, 26 September 1942. Promoted LAC, 4 December 1942, To No.6 EFTS, 27 December 1942. Ceased training and posted to No.2 Manning Depot, 18 February 1943. To No 2 BGS, 6 March 1943. To No.7 AOS, 29 May 1943. Graduated and commissioned July 1943. To "Y" Depot, 23 July 1943. Embarked from New York, 3 August 1943; disembarked in Britain, 11 August 1943. To No.3 PRC, Bournemouth, 12 August 1943. To No.1 (Observer) AFU, 30 August 1943. To No.14 OTU, 19 October 1943. Promoted Flying Officer, 9 January 1944. To No.7 Squadron, 4 February 1944. Attached to Night Training Unit, 4 February to 13 February 1944 before taking up duties with the squadron. Promoted Flight Lieutenant, 16 June 1944. Shot

down and taken prisoner, 6 October 1944. His service records state he was held in Stalag Luft IV, contrary to information in "Lost Bombers". Reported safe in UK, 13 May 1945. Repatriated to Canada, 1 June 1945. Released 20 August 1945, settling in Vancouver. Took University of British Columbia (extension courses), 1946-47 (psychology). Subsequent service with RCAF Auxiliary, 29 March 1947 to 30 November 1949 (120186), all time spent with No.442 (Auxiliary) Squadron, Sea Island. Died in Richmond, British Columbia, 9 May 1983 as per British Columbia Vital Statistics. Medal presented 27 March 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." POW 6 October 1944. Public Records Office Air 2/8823 has recommendation dated 25 August when he had flown 38 sorties (140 hours 40 minutes).

15 March 1944 - Stuttgart (7.20)
18 March 1944 - Frankfurt (5.10)
22 March 1944 - Frankfurt (5.30)
26 March 1944 - Essen (4.20)
18 April 1944 - Tergnier (3.15)
22 April 1944 - Dusseldorf (4.00)
27 April 1944 - Aulnoye (3.00)
1 May 1944 - Chambly (3.20)
6 May 1944 - Mantes (3.00)
10 May 1944 - Courtrai (2.30)
19 May 1944 - Le Mans (4.30)
22 May 1944 - Le Mans (3.40)
5 June 1944 - Longues (3.15)
7 June 1944 - Foret de Cerisy (3.35)
9 June 1944 - Rennes (4.30)
16 June 1944 - V-1 site (2.15)
21 June 1944 - Pas de Calais (2.30)
23 June 1944 - Pas de Calais (2.00)
27 June 1944 - Pas de Calais (2.15)
29 June 1944 - Pas de Calais (3.20)
2 July 1944 - Pas de Calais (2.30)
4 July 1944 - Pas de Calais (2.45)
15 July 1944 - Chalons sur Marne (6.10)
18 July 1944 - Aulnoye (4.00)
18 July 1944 - Caen (2.50)
20 July 1944 - Homberg (3.15)
21 July 1944 - Kiel (5.00)
25 July 1944 - Pas de Calais (2.30)

28 July 1944 - Stuttgart (6.25)
30 July 1944 - Caen (2.45)
1 August 1944 - Pas de Calais (2.45)
5 August 1944 - Paris area (2.45)
9 August 1944 - Foret de Mormal (2.45)
10 August 1944 - La Pallice (5.35)
12 August 1944 - Bordeaux (6.05)
13 August 1944 - Falaise (3.05)
14 August 1944 - Battle area (2.55)
15 August 1944 - Soesterburg (2.35)

This officer has completed 38 operational sorties, all of them with the Pathfinder Force. Thirty-five of these sorties have been as Marker and the crew, of which he is a member, have on a great many occasions acted a Master Bomber. Flight Lieutenant Milligan, as Air Bomber, has always set his mind on the task in hand, and with utter disregard to self. His courage, skill and determination has set a fine example to the squadron.

The website "Lost Bombers" has details of sortie when he was shot down, 6 October 1944. Lancaster PB241 (MG-X) of No.7 Squadron, target Scholven-Buer. This aircraft was delivered to No.7 Squadron in July 1944. When lost this aircraft had a total of 159 hours. PB241 was one of two unit Lancasters lost on this operation; the other was PA964. Airborne at 1502 hours, 6 October 1944 from Oakington. Shot down by flak. Crew consisted of Cause of loss and crash-site not established. Crew was F/O R.G.Beaune, RCAF (POW), Sergeant J.G.Forster (POW), Flight Sergeant F.G.Etheridge, RCAF (POW), Flight Sergeant K.I.R.Milligan, RCAF (navigator, POW), Flight Sergeant A.C.Davidson, RAAF (killed), Flight Sergeant W.H.Sweet (POW), Flight Sergeant W.A.McWilliam, RCAF (air gunner, killed). F/O R.G.Beaune was interned in Camp L3. (POW number .8225) with Flight Sergeant Milligan, (POW number 8240). Flight Sergeant Etheridge held in Camp L7 (POW number 1067) with Sergeant Forster, (POW number 1021 and Flight Sergeant Sweet (POW number 1084).

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 55 sorties.

Normal trip to target area. Hit by flak on runup about 8-10 miles from release point. Feathered both port engines and continued on track to bomb target. This happened southeast of Wesel on track to target. Prepared to abandon aircraft at this time. After bombing gave course of 355 True until clear of Wesel, then turned onto 270 True for our own lines. The engines I believe must have been restarted at this time. The fire caught again and the pilot gave orders to bale

out. Mid-Upper and Rear Gunner and Wireless Operator had been given orders to stay near rest position but thought they must have gone back. Engineer went out front hatch followed by Navigator.

Training: Interviewed at Vancouver Recruiting Centre, 13 March 1942 when described as "Alert and active, very keen to fly. Good aircrew."

At No.7 ITS he placed 61st in a class of 119. "A good type airman - Scotch background. Keen for pilot and action. States a preference for seaplanes. Is alert and active and can apply self but worries a bit over minor difficulties. Should have no difficulty in making a satisfactory service pilot." (W/C L.C. Russell).

At No.6 EFTS he logged 27.35 dual and 17.25 solo daytime on Tiger Moths and three hours night dual on same. Also logged ten hours in Link. Appears to have had a minor accident, 16 February 1943. "Progress test revealed this airman to lack good airmanship. It is considered he would do the wrong thing in an emergency. Instrument flying was found to be definitely below average. This airman is strictly a mechanical pilot. LAC Milligan has been re-selected as an Air Bomber by the Unit re-selection board and posted to No.2 Manning Depot, Branson, effective 18 February 1943." (S/L A.T. Chesson, Chief Flying Instructor).

Course at No.2 BGS was 8 March to 30 May 1943. On bombing training flew in Anson aircraft (29.50 day, 7.15 night). In all he dropped 97 bombs by day (high level), 34 bombs by day (low level), and twelve bombs by night (high level). Most exercises involved dropping six bombs. He also took gunnery training on Bolingbroke (17.20 by day) and spent thirteen hours in turret manipulation. Deemed average in bombing and gunnery, placed 27th in a class of 31.

Course at No.7 AOS was 31 May to 9 July 1943. Flew in Anson aircraft (24.30 day, 23.25 night). Marked as follows: Navigation, day air work (210/300), Navigation, night air work (140/200), Bombing air work (213/300), Photography air work (156/200), Elements of Navigation (146/200), Signals, practical (250/250), Photography (93/100), Reconnaissance (126/150), Aircraft Recognition (212/250). Placed 19th in a class of 41. Although described as "average bomb aimer" his navigation was assessed as follows - Day: "Has shown considerable improvement after a poor start. Not quite enough Reconnaissance observations, but pinpointing ability is above average." Night: "Seems interested and asks many questions. Never makes the same mistake twice. Makes it a point to understand everything thoroughly." Overall described as "Near appearance, good bearing and seems well liked by rest of class; keen, active and reliable."

Note: Application for Operational Wing and Bar dated 28 May 1945 stated he had flown a total of 55 sorties, 15 March to 6 October 1944.

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MILLIKEN, P/O Samuel Ethelbert MacLeod (J86842) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 24 May 1916 in Hamilton; educated at Earl Kitchener Public School (Hamilton), Lobo Continuing Education School and London Central Collegiate. Home in Toronto (book keeper). Enlisted in Galt, 28 August 1940 as Airframe Mechanic. To No.6 Repair Depot, 9 October 1940. Promoted AC1, 26 November 1940. To No.8 Repair Depot, 11 January 1941. Promoted LAC, 1 July 1941. Remustered to aircrew and posted on 20 August 1942 to No.2 ITS; course completed 24 October 1942). To No.15 EFTS, 6 November 1942. Course completed 30 December 1942. To No.3 SFTS, 9 January 1943. Graduated and promoted Sergeant, 30 April 1943. To "Y" Depot, date uncertain. To RAF overseas, 26 May 1943; disembarked in Britain,, 4 June 1943. To No.11 (Pilots) AFU, 27 July 1943 (Oxfords, 83.30). Detached to No.1534 Beam Approach Training Flight, 10-17 August 1943. To No.24 OTU, 5 October 1943 (Whitley aircraft, 97.40). Promoted Flight Sergeant, 30 October 1943. To No.61 Base, 5 January 1944. Attached to No.1664 Heavy Conversion Unit, 2 February 1944 (Halifax, 32.40). To No.425 Squadron, 3 March 1944. Commissioned 1 June 1944. To No.86 OTU, 16 September 1944. To No.18 OTU, 15 October 1944. Promoted Flying Officer, 1 December 1944. Repatriated to Canada on 22 January 1945. To No.1 Air Command, 2 February 1945. To Test and Evaluation Center, 4 March 1945. Accepted for postwar RCAF (service number 20446), Promoted Flight Lieutenant, 1 January 1946. Medal presented by Governor General, 10 December 1947. To No.412 Squadron, 19 April 1948. To Station Rockcliffe, 22 September 1950. Appointed Aide-de-Camp to the Governor General, 1 November 1950, serving to 8 November 1952. To Station London, 9 November 1952 for service with Personnel Selection Unit. To No.102 Communications and Rescue Flight, Trenton, 11 March 1957. Attended RCAF Searchmaster Course, Trenton, 21-24 October 1957. To Station Trenton, 3 July 1960. Detached to Resolute Bay, 18 July to 3 September 1960. To AFHQ, Ottawa, 16 January 1961. Postwar in RCAF (service number 20446), Retired 3 December 1963. Later he taught in Carleton Board of Education and was prominent in Meals on Wheels program. Photo PL-128271 is a portrait taken at Trenton, 1959. Died in Ottawa, 5 September 1986, aged 71, as per **Airforce Magazine** of January-February-March 1987.

This officer has completed a tour of operational duty during which he has successfully attacked very many enemy targets. He has invariably displayed a high standard of gallantry and determination, setting a fine example to his crew. On one occasion, Pilot Officer Milliken was detailed to attack Karlsruhe. Very early on the outward flight the distant reading compass became unserviceable. Some other necessary equipment also became useless. Despite this, Pilot Officer Milliken continued his mission. When over enemy territory icing conditions were

encountered and shortly before the target the airspeed indicator became unserviceable. Even so, this determined pilot executed a successful attack in the face of considerable fire from the ground defences. He afterwards flew to base where he effected a safe landing, although deprived of the effective use of the brakes on touching down. His resolution on this occasion was typical of that which he has shown throughout his tour.

The original recommendation by W/C Lionel Lecomte is in DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Volume 20607); drafted 10 August 1944 when he had flown 32 sorties (158 hours 50 minutes) as follows:

15 March 1944 - Stuttgart (7.10, second pilot)
9 April 1944 - Villeneuve St. Georges (5.45)
10 April 1944 - Ghent (4.10)
22 April 1944 - Dusseldorf (5.35)
24 April 1944 - Karlsruhe (7.35)
26 April 1944 - Essen (4.40)
27 April 1944 - Aulnoye (4.20)
30 April 1944 - Somain (4.20)
1 May 1944 - St. Ghislain (4.45)
8 May 1944 - Haine St. Pierre (4.10)
10 May 1944 - Ghent (3.50)
12 May 1944 - Louvain (4.45)
19 May 1944 - Merville (4.05)
22 May 1944 - Le Mans (4.55)
31 May 1944 - Au Fevre (4.30)
2 June 1944 - Neufchatel (3.40)
5 June 1944 - Houlgate (5.05)
6 June 1944 - Coutrances (4.25)
7 June 1944 - Acheres (4.40)
21 June 1944 - St. Martin (4.00)
23 June 1944 - Bientiques (4.25)
24 June 1944 - Bamieres (3.55)
27 June 1944 - Foret d'Eawy (4.20)
3 July 1944 - Biennais (4.30)
12 July 1944 - Thiverny (5.10)
15 July 1944 - Nucourt (4.40)
17 July 1944 - Caen area, A.1 (4.40)
18 July 1944 - Wesseling (5.05)
20 July 1944 - Foret de Forestel (1.45, duty not carried out)
24 July 1944 - Ferfay (4.05)

25 July 1944 - Stuttgart (7.50)
28 July 1944 - Hamburg (6.10)
30 July 1944 - Amaye sur Seulles (5.20)

A veteran pilot of 32 operational sorties, this officer has participated in attacks on such heavily defended targets as Karlsruhe, Stuttgart, Dusseldorf, Essen and Hamburg. By his display of courage, skill and initiative in all these operations, he has provided a fine example to his crew.

On one occasion [24 April 1944] he was pilot of a Halifax bomber detailed to attack Karlsruhe. While the aircraft was still over England, both the "Gee" and the Distant Reading Compass became unserviceable. With praiseworthy determination, Pilot Officer Milliken decided to continue to the target. Icing conditions were encountered and shortly before the target was reached the Airspeed Indicator became unserviceable. Despite heavy flak opposition and the presence of numerous searchlights, this courageous pilot successfully bombed the target. Due to defective air pressure the landing at base had to be effected without brakes. Under these trying conditions, Pilot Officer Milliken executed a skillful landing, thus safe-guarding lives and much valuable equipment.

This officer's superb airmanship and leadership have been an inspiration to others. I consider that these qualities, as well as his outstanding devotion to duty, fully merit the award of the Distinguished Flying Cross.

Notes: On repatriation form dated 11 January 1945 he stated he had flown 37 sorties (181 operational hours) plus 240.25 non-operational. Last sortie was 31 September [sic] 1944.

A summary of his flying to 31 December 1956 listed the following types and times - Tiger Moth (60.20), Cornell (2.20), Norseman (109.45), Harvard (63.05), Crane (146.05), Anson (87.20), Oxford (83.30), Whitley (104.15), Hudson (144.00), Canso (26.00), Goose (50.25), Mitchell (1.55), Expeditor (663.05), Dakota (1,308.10), Lancaster (13.50), Liberator (2.00), Privateer (7.00), Halifax (277.25), Powered Glider (28.40), Helicopter (300.50) and North Star (32.20).

Training: Course at No.2 ITS was 31 August to 24 October 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 722 points of a possible 1,000. Placed 80th in a class of 133. "He is a quiet and serious minded airman. He is comparative and willing and an excellent team worker. He should do well in aircrew."

Course at No.15EFTS was 9 November to 30 December 1942. Tiger Moth aircraft - 8.20 dual to first solo, 34.00 day dual, 29.40 day solo, 3.20 night dual and 40 minutes night solo. Was

seven hours on instruments. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, and Signals (written). Scored 406 points of a possible 700. Placed 32nd in a class of 32. "Below average student. Inclined to be too sure of himself, there by not getting ahead as he might, Personal discipline is only fair, This airman has shown good progress for amount of time. A little rough but will improve with experience."

Course at No.3 SFTS was 11 January to 30 April 1943. Crane aircraft - 62.30 day dual (7.05 to first solo), 59.55 day solo, 7.45 night dual, 9.15 night solo. Was ten hours in formation and 19.55 on instruments. Also did four hours day dual in Ansons. Ground courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Signals (written and practical) and Meteorology. Scored 573 of a possible 700 points. Placed 51st in a class of 57. "Average pilot, much too tense while in the air, careless of airspeed on gliding and descending turns. Seems to try a little too hard; is very reliable and cooperative. Good service background, quiet and well spoken,"

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MILLMAN, S/L Peter MacKenzie (C3964) - **Commended for Valuable Services in the Air** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Toronto, 10 August 1906. Home in Toronto. Initially interested in mountain climbing but about 1924 developed a passion for astronomy. Enrolled in University of Toronto, 1925, graduating in 1929; member of COTC while there. Employed at the Dominion Astrophysical Laboratory, Victoria, 1927-1929. Next attended Harvard University, securing MA and PhD. Taken up by the David Dunlap Observatory, Toronto, 1935. Enlisted in the RCAF in Toronto, 20 January 1941 and posted to No.2 Manning Depot, Brandon. To No.1 ANS, River, 2 February 1941. Graded as Navigation Officer and Flying Officer as of 12 April 1941. To No.1 AOS, Malton, 14 April 1941. To No.1 ANS, Rivers, 5 September 1941. To No.2 ANS, Pennfield Ridge, 22 January 1942. To No.1 CNS, Rivers, 25 May 1942. To AFHQ, 20 September 1942. Promoted Flight Lieutenant, 15 October 1942. Promoted Acting Squadron Leader, 12 June 1943. To Temporary Duty in Washington, 9 August 1943. To No.5 Manning Depot, 31 August 1943. To RCAF Overseas Headquarters, United Kingdom, 13 September 1943. Confirmed as Squadron Leader, 1 January 1944. Repatriated 16 December 1944. To AFHQ, 18 December 1944. Re-engaged for Interim Force, 11 April 1946. Retired 26 June 1946 and joined the staff of the Dominion Observatory, Ottawa and subsequently the National Research Council. On strength of RCAF Reserve, Aeronautical Engineering Branch, 30 May 1952 to 3 July 1952 with rank of Squadron Leader for special duties - travel to Japan to obtain first-hand information on atomic bomb effects and to study RCAF navigational methods. He was also prominent in the 1963 version of Operation "Eclipse". A member of the Royal Astronomical Society of Canada for 65 years, he was its President from 1960 to 1962. Died in Ottawa, 11 December 1990. A crater on Mars and a planetoid (2904 Millman) are named for him. See <http://ufo-joe.tripod.com/gov/millman.html> for a detailed biography.

As head of the Operational Research Centre at Air Force Headquarters, this officer has prepared a mass of scientific statistics most reliable in analyzing past overseas operations and preparing plans for future activities. During his tour of duty overseas he was the senior Operational Research Centre officer and he carried out a number of flights in operational aircraft to test and study airborne radar equipment. He contributed greatly to scientific warfare, particularly bombing operations and anti-submarine activities. He headed the Royal Canadian Air Force Scientific Eclipse party in his capacity of officer-in-charge of operational research, member of the Radio Wave Propagation Committee and as an astronomer and navigator. To ensure complete photographic coverage of the phenomena, this officer prepared all the intricate scientific statistics relating to aerial navigation for the three aircraft as it was most important that they be on the correct course at the precise time of totality. He was responsible for the installation of a stereoscope camera mount in the aircraft. Without Squadron Leader Millman's 100 percent activity in preparing this scientific expedition and his skilfulness in navigating the main photographic aircraft under trying conditions, the Royal Canadian Air Force co-operation would not have been so successful.

The recommendation was raised about 25 July 1945 by A/V/M W.A. Curtis. It stated he had flown 747 hours (57 in previous six months) of which 541 had been instructional. It also credited him with 46 operational hours and three sorties (not stated where or when). Although similar to the above, the original text was as follows:

As head of the Operational Research Centre at Air Force Headquarters, this officer has prepared a mass of scientific statistics most reliable in analyzing past overseas operations and preparing plans for future activities. During his tour of duty overseas he was the senior Operational Research Centre officer and he carried out a number of flights in operational aircraft to test and study airborne radar equipment. He contributed greatly to scientific warfare, particularly bombing operations and anti-submarine activities.

Squadron Leader Millman is a Navigator (Non-Flying List) on leave of absence from the David Dunlap Observatory, University of Toronto. He headed the Royal Canadian Air Force Scientific Eclipse party in his capacity of officer-in-charge of operational research, member of the Radio Wave Propagation Committee and as an astronomer and navigator. To ensure complete photographic coverage of the phenomena, this officer prepared all the intricate scientific statistics relating to aerial navigation for the three aircraft as it was most important that they be on

the correct course at the precise time of totality. The period of totality lasted approximately 35 seconds. Squadron Leader Millman personally navigated the B-25 Mitchell aircraft at a height of 26,000 feet. Excellent photos were obtained at the various heights from the seven cameras and as the main ground observation party was clouded out, the RCAF photos will be of immense value. As far as is known, this was the first time in the world that photos of an eclipse have been taken at over 27,000 feet and the first time stereoscopic photography has been carried out in the air.

He was responsible for the installation of a stereoscope camera mount in the aircraft. Without Squadron Leader Millman's 100 percent activity in preparing this scientific expedition and his skilfulness in navigating the main photographic aircraft under trying conditions, the Royal Canadian Air Force co-operation would not have been so successful.

Subsequently cleared AFHQ Awards Committee, 20 November 1945.

Notes: Upon application to the RCAF he provided a remarkable statement of his life and career to that point:

High school education at the Canadian Academy, Kobe, Japan, 1920 to 1925. During the last three years of this period I was employed in teaching English at a number of Japanese Government schools. Entered the Mathematics and Physics course at the University of Toronto, September 1925, standing first with first class honours in each of the four years of the course. Graduated in the astronomy division in 1929 with the BA degree and the Gold Medal of the Royal Astronomical Society of Canada. During the summers of 1927, 1928 and 1929, I was employed by the Civil Service of Canada as observing assistant at the Dominion Astrophysical Observatory, Victoria, B.C., part of my duties being to operate the 72-inch telescope and to make astronomical computations. In 1929 was appointed as assistant in Astronomy at the Harvard Observatory. This position was held till 1939 when the degree of AM was received from Harvard University. In 1931-32 was the Agassiz Fellow at the Harvard Observatory, receiving the degree of Ph.D. in 1932. Received a fellowship from the Royal Society of Canada to continue work at the Harvard Observatory, 1932-33. In September 1933 was appointed to the staff of the University of Toronto as Demonstrator in Astronomy, promoted to Lecturer in 1934. Since that time I have been on the staff of the Department of Astronomy in the University of Toronto, and since 1935 on the research staff of the David Dunlap Observatory, Richmond Hill.

My university teaching experience, dating from the fall of 1929, has consisted in giving lectures in both elementary and advanced astronomy to all grades of students. Also in conducting laboratory classes in all branches of astronomy. This practical work has included teaching the use of such instruments as the sextant, transit theodolite, transit instrument, astronomical telescope, astronomical cameras and spectrographs. The laboratory courses I have taught have covered, among other things, the principles of map making and navigation, and the determination of time, latitude and longitude.

My astronomical research experience has included photography with all sizes of astronomical telescope (including both the 72-inch in Victoria and the 74-inch at Richmond Hill), and work in the determination of radial velocities of stars. My chief field of research, however, has been in the study of meteors and other phenomena of the upper atmosphere of the earth. I have published over 30 scientific papers in these fields and, for the last seven years, have conducted in the **Journal of the Royal Astronomical Society of Canada**, a monthly department on meteoric astronomy.

For the past fifteen years photography has been my chief avocation and considerable experience has been gained in various fields, including infra red photography and stereoscopic colour work.

Course at No.1 ANS, Rivers, 2 February to 12 April 1941 entailed 41 hours 55 minutes flying in Anson aircraft. Described as "A first class air worker. Neat, thorough and accurate." Ground courses in DR (472/500), Compasses (182/200), Instruments (143/150), DF and W/T (95/100), Mathematics (98/100), Maps and Charts (136/150), Meteorology (127/150) and Astro Navigation (221/250). Placed first in a class of 16. Described as "Exceptional - a very capable man. Neat, accurate, fast and dependable. A good speaker."

He was routinely assessed as a superior navigation instructor. However, an assessment dated 17 August 1942 (S/L .S. Pitcairn, No.1 CNS, Rivers) struck an amusing note: "A most capable instructor. Carries his desire to explain a problem to such extremes that it is sometimes painful for the listener. This could be only a desire to explain thoroughly. Thorough and accurate."

A letter dated 5 September 1945 (G/C C.L. Annis to AFHQ) noted that Millman had that day given the 8th War Course (RCAF War Staff College) a "most interesting and valuable lecture" on Atomic Energy. "Although the subject was quite a technical one he presented his lecture in a most scholarly and understandable way."

On 24 May 1945, Air Commodore J.L. Plant recommended his promotion to Wing Commander.

Late in 1945 he prepared a statement of his service experience to date. This read, in part:

Served as navigation instructor at:

No.1 AOS, Malton, April 1941 to September 1941

No.1 ANS Rivers, September 1941 to January 1942

No.2 ANS, Pennfield Ridge, January 1942 to June 1942.

CNS, Rivers, June 1942 to September 1942.

While at Pennfield Ridge was in charge of all compass and airspeed indicator checks. Personally air swung between 100 and 200 compasses and carried out over 50 airspeed indicator checks in the air. On return to Rivers this work was carried on in cooperation with others.

Served as navigation staff officer in AMT/DAT from September 1942 to August 1943. During this period duties consisted of planning navigation syllabi and in writing and editing publications for use in navigation training.

In September 1943 was posted as Operational Research Officer to RCAF Overseas Headquarters. While on temporary duty with No.45 Transport Group, navigated a Mitchell across the Atlantic on a delivery flight.

Served as ORO in London from September 1943 to November 1944. In this capacity it was necessary to contact most of the leading research and development units in the United Kingdom. Special courses were attended at RAE, Farnborough and TRE, Malvern. Regular personal liaison was maintained with all Operational Research Sections in both the British and American Forces. ORO also acted as RCAF representative on five Air Ministry and Admiralty committees.

From December 1944 to the present the subject officer has served at AMAS/ORC, AFHW, Ottawa as officer in charge of all Operational Research Activity in the RCAF. This has involved the coordination of work carried out at EAC and WAC and the circulation of information obtained from England and the United States. ORC has sat as Air Force representative on the Anti-U-Boat and the Canadian Radio Wave Propagation Committees and has acted as Chairman of the RCAF Consulting Committee to the Inventions Board. In July 1945, ORC was in charge of "Operation Eclipse", on which significant photographs of the Total Eclipse of July 9, 1945 were secured. At present ORC is sitting on the Research and Navigation Sub-Committee for winter exercise Musk Ox.

The subject officer has to date completed 750 hours flying time, most of it navigational experience.

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MILLROY, Sergeant Reginald Herbert (R134918) - **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 3 December 1914. Home in Carman, Manitoba; enlisted in Winnipeg, 4 November 1941 as Radio Mechanic and posted to No.2 Manning Depot. To University of Western Ontario, 3 January 1942. To No.1 Manning Depot, 13 July 1942. To No.31 BGS, 29 July 1942. To "Y" Depot, 26 September 1942; to RAF overseas, 27 October 1942. Reclassified as Radar Mechanic, 1 January 1943. Repatriated 8 October 1945; retired 21 November 1945. Died 18 March 1975 in Lincolnshire, England.

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MILLS, F/L Charles Albert (C8043) - **Mention in Despatches** - Overseas - Award effective 22 March 1946 as per **London Gazette** of that date and AFRO 602/46 dated 14 June 1946. Born 13 June 1920. Home in Strathroy, Ontario; enlisted in London, Ontario, 8 April 1941 as Radio Mechanic and posted to No.1 Manning Depot. To University of Toronto, 23 May 1941. Commissioned 30 August 1941. To Trenton, 17 September 1941. Posted overseas in September 1941; promoted Flying Officer, 1 March 1942; promoted Flight Lieutenant, 18 February 1943. On loan to RNZAF, 11 December 1942 to early 1944. Served as Officer Commanding, No.52 Radar Unit, RNZAF Guadalcanal. Leaving that post in August 1943, he then served with No.61 Radar Squadron, RNZAF Rongatai. Repatriated 5 June 1946. Retired 21 June 1946. Radio Officer. No citation. C.M. Hanson, **By Such Deeds: Honours and Awards in the Royal New Zealand Air Force, 1923-1999** (Volplane Press, Christchurch, 2001), has the text of a commendation sent by Lieutenant-General M.F. Harmon, Commanding General, 13th Air Force to the Commanding Officer, 18th Fighter Group which included No.52 Radar Unit:

As Commanding General United States Army Air Forces in the South Pacific area, I take great pleasure in commending you and the members of your organization who have been instrumental in the development and execution of the night fighter techniques used at Guadalcanal. The gratifying results obtained in recent interceptions of enemy aircraft attempting night raids on Henderson Field are evidence of complete coordination and cooperation of the controller, pilots, and the anti-aircraft, and all concerned.

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MILLS, F/O Jack Moore (J27545) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 5 April 1922 in Hamilton; home there (artist); enlisted there 18 May 1942 and posted to No.1 Manning Depot. To No.5 SFTS (guard), 20 July 1942. To No.1 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942 but not posted to No.9 EFTS until 27 December 1942; may have graduated 19 February 1943 but not posted to No.3 SFTS until 6 March 1943; graduated and commissioned, 25 June 1943. To "Y" Depot, 9 July 1943. To RAF overseas, 15 July 1943. Promoted Flying Officer, 25 December 1943. Repatriated 9 February 1945. To No.1 Air Command, 26 February 1945. Retired 12 April 1945. Medal sent by registered mail 6 May 1949. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 21 November when he had flown 27 sorties (136 hours 35 minutes), 7 August to 18 November 1944.

During a most successful tour of operational duty, this officer has proved himself to be a most valuable member of his squadron. He is an outstanding operational captain and has invariably made the utmost effort to complete his duties. His cheerful confidence and willing co-operation has always been apparent in whatever task he is assigned to.

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

The sortie list was as follows:

7 August 1944 - La Hogue (4.25, day, second pilot)
9 August 1944 - Foret de Nieppe (3.40, second pilot)
3 September 1944 - Volkel (3.40, day)
6 September 1944 - Emden (4.15, day)
9 September 1944 - Le Havre (4.35, day)
10 September 1944 - Le Havre (4.30, day)
11 September 1944 - Castrop Rauxel (5.25, day)
12 September 1944 - Bochum (4.55, day)
13 September 1944 - Osnabruk (4.00, day)
15 September 1944 - Kiel (6.00)
25 September 1944 - Calais (4.00, day)
26 September 1944 - Calais (3.30, day)
27 September 1944 - Bottrop (5.30, day)
28 September 1944 - Cap Gris Nez (4.20, day)

30 September 1944 - Sterkrade (4.55, day)
6 October 1944 - Dortmund (5.35)
9 October 1944 - Bochum (6.25, day)
12 October 1944 - Wanne Eickel (5.00, day, duty not carried out)
23 October 1944 - Essen (6.10)
25 October 1944 - Homburg (5.10, day)
28 October 1944 - Cologne (5.40, day)
30 October 1944 - Cologne (6.45)
1 November 1944 - Oberhausen (5.45)
2 November 1944 - Dusseldorf (6.00)
6 November 1944 - Gelsenkirchen (5.10, day)
16 November 1944 - Julich (4.50, day)
18 November 1944 - Munster (6.05, day)

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MILLS, F/L Jacques George (J17195) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2138/43 dated 22 October 1943. Born 9 June 1915 in Startup, Washington, U.S.A.; home in Verdun; educated at Verdun High School (1932-1936), Montreal Technical School (1936-1937) and Sir George Williams College (1938-1939, plan reading and draughting). Employed as an Engineer, Angus Robertson Limited, 1939-1941. Had applied to RCAF in 1931 (no answer) and 1939. Enlisted in Halifax, 12 March 1941 and posted to No.1 Manning Depot. To Trenton, 10 April 1941. To No.1 ITS, 27 May 1941; graduated and promoted LAC, 3 July 1941 when posted to No.10 EFTS; may have graduated 20 August 1941 but not posted to No.5 SFTS until 1 September 1941. Graduated and promoted Sergeant, 22 November 1941; posted that date to "Y" Depot. To RAF overseas, 12 December 1941. To No.3 (Pilots) AFU, 9 February 1942. To No.16 OTU, 21 April 1942. Promoted Flight Sergeant, 21 May 1942. To No.29 OTU, 29 June 1942. To No.425 Squadron, 18 August 1942. To No.78 Squadron, 19 August 1942 (29 sorties, 160 hours). Commissioned 12 March 1943. Attached to No.1502 Beam Approach Training Flight, 13-19 May 1943 before returning to No.78 Squadron. To No.2 ACRS (whatever that is), 7 August 1943. Emplaned for North Africa, 7 August 1943. Promoted Flying Officer, 12 September 1943. To No.624 Squadron, 22 September 1943 (No.1575 Flight, Special Operations). To No.1 BPD, 30 April 1944. To United Kingdom, 25 June 1944. He was to have instructed at No.82 OTU but had contracted a tropical skin disease and was medically boarded for repatriation. Repatriated 19 August 1944. To No.5 OTU, 21 September 1944. To No.168 (Heavy Transport) Squadron, 6 October 1944. Promoted Flight Lieutenant, 7 November 1944. To Pennfield Ridge, 14 May 1945. To No.168 (HT) Squadron again, 23 July 1945. Remained in postwar RCAF (25664); to Test and Development Establishment, Rockcliffe, 11 March 1946. To No.12 (Communications) Squadron, Rockcliffe, 27 May 1946. To No.426 Squadron, Dorval, 16 March 1947. To No.1 Composite Training School, Toronto, 13 August 1947. To No.426

Squadron, Dorval, again, 6 December 1947. To Canadian Joint Staff London, 18 June 1948 (Officer Commanding, VIP Flight). Promoted Squadron Leader, 1 January 1950. To AFHQ, Ottawa, 6 September 1950 (Executive Assistant to Air Member for Operations and Training). To No.104 Communication Flight, St. Hubert, 15 October 1951 (Officer Commanding). To Station Greenwood, 3 July 1954. To No.2 (Maritime) OTU, Summerside, 26 September 1958. To No.2 (Maritime) OTU, Greenwood, 31 January 1959. Retired 12 December 1962. Photo PL-25537 (left) shows him. Medal presented by Governor General at Government House, 14 November 1950. Died in Minto, New Brunswick, 25 March, 1987 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of June 1987.

Flight Lieutenant Mills has always shown great determination and enthusiasm for his work and has pressed home his attacks against some of the most heavily defended European targets with the utmost zeal. As captain of aircraft he has shown fine qualities of leadership and a total disregard of danger.

MILLS, F/O Jacques George, DFC (J17195) - **Croix de Guerre (France)** - Overseas - Awarded as per AFRO 1619/45 dated 19 October 1945. Public Records Office Air 2/8769 has recommended citation but does not identify unit.

This officer has taken part in more than 50 operational flights. He has, at all times, proved himself to possess great determination and, as commander of a section of four aircraft, he has set a fine example and achieved excellent results.

The genesis of this award appears to be French Republic Air Force Order No.20, issued on the authority of General Bouscat (Inspector General of the Army Air Force, Commanding the Active Air Force), dated 5 February 1945, for D/L J.G. Mills:

Whilst in operations having contributed directly and efficiently to the liberation of France, this officer completed more than fifty missions. On every occasion, he has proved himself capable of great decisions. At the head of a squadron of four aircraft he has been singled for his remarkable leadership, bringing his squadron to a magnificent success.

Notes in his file state that in October 1943, with No.624 Squadron, he was commanding a flight of a Detachment of five aircraft in North Africa. "He continued to operate there, completing a second tour in March 1944, having flown 250 operational hours comprising 33 sorties. However, he continued to fly operationally until the end of April, doing an additional seven trips, and was then repatriated to the United Kingdom."

Notes: On repatriation form dated 5 August 1944 he stated he had flown two tours (68 sorties,

450 operational hours), the last on 30 April 1944. Total overseas hours were 760 (60 on Oxfords, 100 on Wellingtons, 600 on Halifaxes).

Attending Transport Conversion course, 14 May-22 July 1945, he was assessed in Flying Tests as follows: General Flying (316/400), Applied Flying (156/200), Instrument Flying (205/250), Night Flying (79/1000 and Link (38/50). Ground exams in Air Regulations (82/100), Weight and Balance (79/100), Engines (124/150), Meteorology (108/150), Navigation (168/200), RR and SBA (71/100), Signals, written (88/100), Signals, written (115/150) and Signals, Morse (48/50). "High average range pilot - instrument flying above average. Loop orientation weak. General knowledge very high. This officer shows confidence, initiative and will make a good Captain."

On 14 December 1947 he listed types flown and hours as follows: Anson (112.20, last flown May 1942), Beechcraft (33.00, last flown February 1947), Dakota (600.00, last flown March 1947), Fleet (56.40, last flown August 1941), Fortress (400, last flown July 1946), Halifax (1,200, last flown April 1944), Liberator (520, last flown January 1947), Oxford (120.10, last flown May 1943), C-54 Skymaster (15,00, last flown February 1947) and Wellington (435.00, last flown August 1942).

On 31 December 1956 stated he had flown 8,467 hours 15 minutes; he listed types and hours as follows: Fleet (51.40), Anson (153.55), Oxford (55.20), Hampden (150.45), Wellington (126.10), Whitley (75.45), Lancaster (65.35), Liberator (1,019.20), Fortress (239.17), C-54 (23.15), North Star (476.40), Halifax (611.10), Goose (75.30), Lodestar (25.35), Dakota (4,402.00) and C-45 (211.10).

As of June 1962 he had logged 309 hours on Neptunes and 1,092 hours on the Argus (218 in 1961, 458 in 1962).

Selected Assessments: "On the organization of No.426 (Transport) Squadron at Dorval-Lachine, Quebec, the subject officer was sent in to take over the camp from the Department of Public Works, open it up and establish a basic organization to handle the influx of the bulk of the squadron. This he accomplished with efficiency and despatch in spite of lack of experience in such matters and a shortage of equipment. // Later he was appointed Works and Buildings Officer in the absence of an established Foreman of Works and was responsible for the renovation of the station which included over-seeing of contractors and the organization of 'self-help' schemes which resulted in the redecoration of messes and institutes, etc. // At the same time he was flying as a Captain-Pilot and commenced the organization of a training scheme for Dakota and North Star aircraft with considerable success in spite of inadequate equipment. // His interest in the unit is such that he has used his private automobile on service duties or squadron requirements when Motor Transport was not available and has frequently spent small sums of his own money for items required urgently that could not be covered by

Local Purchase. His interest and unselfishness contributed in a large part to the speedy organization and pleasant living conditions enjoyed by this unit. // Flight Lieutenant Mills is energetic and active, works hard and plays hard and is only happy when kept busy. His ability to make men work with and for him and his own dependability are his outstanding assets well backed up by those requirements necessary in a Regular Force Officer." (S/L C.R. Knowles, Flight Commander, No.426 Squadron, 1 October 1947).

"This officer lives, breathes and thinks Air Force to such an extent that it has been almost impossible to prevail upon him to take even a portion of his annual leave. His natural ability as a leader of men combined with his ability to drive them when necessary makes him an ideal officer to use when concentrated effort is required. As Deputy Flight Commander, Training Officer, Captain Pilot, he has been largely responsible for the high standard of aircrew ability prevailing in this unit and his interest and personal endeavor in the general direction of the squadron have been exemplary. He recieves only additional experience as an administrative officer to qualify himself as exceptional in all respects. Highly recommended for retention on a Long Term Commission basis. Other employment - instructor." (S/L C.R. Knowles, No.426 Squadron, 31 March 1948).

"F/L Mills is employed as Captain of the Dakota aircraft allotted to SCAFLO. He has been complimented on numerous occasions for the fine handling of his aircraft and the excellent control and discipline amongst his crew. F/L Mills has a strong and rugged nature which is shown by his zeal for flying and his constant desire to be busy. He is an excellent leader of men and from an operational standpoint I should say he excels most officers of his rank. His administrative ability remains to be demonstrated but his zeal and energy should be of great value in encompassing this phase of air force duty when the occasion arises. I recommend F/L Mills for promotion to the rank of Squadron Leader." (Air Commodore J.L. Hurley, Canadian Joint Staff, London, 5 April 1949).

"Flight Lieutenant Mills has a rugged constitution. He is a keen and above average Captain of aircraft. During the past year he has made numerous flights to many countries. Almost insatiably the passengers have commented on the excellent services provided. Flight Lieutenant Mills' strong personality and qualities of leadership particularly in a fighting capacity give him a potential very useful to the RCAF in the event of war. I recommend him for a Permanent Commission." (Air Commodore J.L. Hurley, SCAFLO, 22 September 1949).

"This officer has been filling a Flight Lieutenant position as the Officer Commanding of the VIP crew in England. In this role he has been outstanding due to his pleasant personality and his unquestioned ability as an aircraft Captain. His knowledge of Air Force administration however is weak for his rank and his ability to express himself on paper is below average. He is of temperate habits and very keen on flying. (G/C M.D. Lister, Canadian Joint Staff,, London, 8

August 1950). To this, Air Commodore J.L. Hurley adds, "I agree with G/C Lister that F/L Mills must improve his knowledge of administration if he is to be considered for higher rank."

Letter, 31 July 1952, A/V/M A.L. James (AOC, Air Defence Command) to Commanding Officer, Station St. Hubert re Supply-Logistics-Exercise SIGN POST - "104 'K' Flight exceeded all expectations in the supply of airlift of AOG equipment during Exercise SIGN POST. I wish to express my personal appreciation to S/L Mills, F/L DeNiverville and F/O Turner for a job well done."

"Squadron Leader Mills is a keen, energetic officer who does not spare himself in carrying out the duties assigned to him. He normally arrives at the flight room from 0630 to 0700 each morning. He is dogmatic and brusque to a point of being rude at times. Squadron Leader Mills is single. While he does not drink often, a small amount of alcohol affects inebriation quickly. This lack of sobriety, however, has no effect on his work. This weakness has been drawn to this officer's attention. These remarks are in no way meant to be an adverse report as Squadron Leader Mills runs an excellent section and has the cooperation and respect of his entire staff. I feel that while Mills is doing an excellent job, I cannot recommend him for promotion at this time." (G/C J.D. Somerville, Station St. Hubert, 17 February 1953).

Letter, 28 February 1953, from Captain D.L. Raymond, RCN (Dartmouth Air Station) to Commanding Officer, Station St. Hubert, re RCN Expeditor 2332. "(1) It has been brought to my attention that on a recent flight to Montreal on January 23rd, one of my aircraft flown by Commander G.C. Edwards, RCN, sustained a major unserviceability while at your station. (2) I understand that No.104 K Flight (S/L J.G. Mills, DFC, RCAF), worked on the aircraft from 0800 until 0100 on January 25/26th to get the aircraft serviceable. Evidently in the process some major Expeditor spares were used and I know only too well how difficult these are to obtain. (3) The effort put forward on this occasion by the officers and men under your command is sincerely appreciated. It is particularly desired to single out Sergeant E.S. Hodges, AE Tech 3, who worked continuously on the aircraft until the repairs were completed. If any RCAF aircraft should find itself in a like predicament at Halifax, we shall be only too glad of the opportunity to reciprocate, I hope we will also be able to return the friendly hospitality shown to our personnel at your station."

"Squadron Leader Mills is a keen, energetic pilot who operates the Communication Flight in an efficient manner. He does not spare himself but works hours beyond the call of duty in order to ensure the smooth running of his unit. Mills partakes in alcoholic stimulants a little too much which fact has been mentioned to him on numerous occasions. His slight intemperance does not seem to affect his work. If Mills has cured his intemperance, I would strongly recommend him for promotion to the rank of Wing Commander." (G/C J.D. Somerville, Station St. Hubert, 28 September 1953).

"A firm, kind-hearted officer with a natural sense of right and wrong. Quick to recognize phoneys and always ready to support the good. In his short period as Chief Administrative Officer at this unit, Squadron Leader Mills has done a great deal to reduce the load on the Commanding Officer and has greatly improved the administration. He is an active early riser, work at any time of the day type. Very interested in the service. Capable of assuming the responsibilities of higher rank. Recommend promotion." (G/C C.G.W. Chapman, Greenwood, 16 March 1955.)

"Squadron Leader Mills has been employed as Chief Administrative Officer at this station for approximately two years during which time he has done much to improve and ensure a high standard of all aspects of housing, messing, welfare, recreation and other administrative services under his control. Squadron Leader Mills is an officer with a keen practical sense of values and the ability to recognize the good and not so good in very short time and the power of will to correct those things which can be corrected with a minimum loss of time. At first one might gain the impression that he is hard man but in fact he is extremely generous by nature and can be relied upon at all times to assist those who are in need of assistance and who really desire to do a good job. On the other hand he will not put up with foolishness. // I have known Squadron Leader Mills since 1947 and although I recognize parts of his life which might be termed 'the good irresponsible times' I can truthfully say that at all times he has shown the true traits of a gentleman and in recent years has steadied down so that he is now living a completely normal life. He is a man of considerable energy which, coupled with an extreme loyalty to the service, ensures that he will be on the job at any hour of the day or night and in fact generally is on the job much earlier than other people, Squadron Leader Mills is benefitting a great deal from his experience in his present administrative job and at the same time maintains an active interest in flying insofar as time permits. He is capable of assuming higher responsibility and is recommended for promotion." (G/C C.G.W. Chapman, Greenwood, 20 July 1956).

"As Chief Administrative Officer over the past two and a half years, S/L Mills has accomplished a great deal towards improvement of the administrative functions of this Station, particularly housing, messing, Non-Public Funds activities and welfare. S/L Mills is a particularly direct, positive type of person with a keen and natural instinct to recognize the good and the bad. He is the on-the-job type of person who does not spend too much time reading and amassing paper but rather sees for himself how things are going. He is an early riser and can be depended upon to be on the job at the earliest hours in the morning and at any time of the day or night. He is entirely dependable and loyal and in all respects capable of assuming high responsibility. He is recommended for promotion at the earliest possible date." (G/C C.G.W. Chapman, Greenwood, 12 February 1957).

“S/L Mills is a very forthright, outspoken person, a man who likes to do things by personal action, leaving the administrative details to others. For this reason he would make a good operational commander, but would grow impatient, and not do as good a job, if placed in a purely admin capacity. His judgement is generally sound, using the simplest, most direct approach to the solution of any problem.” (W/C C. Torontow, Station Greenwood, 30 May 1960).

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MILLS, F/O Ross Allison (J27429) - **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 27 July 1919 in Chatham, Ontario; home there. (grinder). Formerly in Royal Canadian Artillery. Enlisted in Windsor, 21 April 1942 and posted to No.1 Manning Depot. To No.4 Manning Depot, 10 June 1942. To No.5 Manning Depot, 24 July 1942. To No.3 ITS, 29 August 1942; graduated and promoted LAC, 24 October 1942 but not posted to No.4 AOS until 7 November 1942; ceased training as navigator and posted to No.1 Composite Training School, 13 January 1943; reclassified for training as Air Bomber, 20 January 1943; to No.4 BGS, 20 February 1943; graduated 14 May 1943; posted on 15 May 1943 to No.4 AOS; graduated and commissioned 25 June 1943. To “Y” Depot, 9 July 1943. To United Kingdom, 15 July 1943. Taken on strength of No.3 PRC, Bournemouth, 22 July 1943. Promoted Flying Officer, 25 December 1943. To No.3 (Observer) AFU, 24 August 1943 (flew 39 hours 50 minutes in Ansons); to No.22 OTU, 5 October 1943 (98 hours in Wellingtons); to No.6 GBS, 8 February 1944 for Commando training. To No.1664 Conversion Unit, 20 February 1944 (flew 32 hours 35 minutes in Halifax V aircraft). To No.432 Squadron, 11 March 1944. Claimed 226 hours 15 minutes flying with that unit (operational and non-operational) including D Day operations and “first operation where bombing done entirely by Radar”. To Repatriation Depot, 23 January 1945. Repatriated 7 February 1945. To No.1 Air Command, 18 February 1945. Retired 12 April 1945. Medal presented 14 June 1949. RCAF photo PL-41614 (ex UK-18232 dated 12 January 1945) shows him on completion of tour; described as “bombing leader” of the squadron. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) had recommendation dated 16 January 1945 when he had completed 34 sorties (156 hours five minutes), 27 April to 27 November 1944.

As Air Bomber, this officer has completed thirty-four successful operational sorties over enemy territory. Throughout, he has displayed the greatest keenness and his example of courage and determination has been of a high order.

For his outstanding record of achievement and devotion to duty, this officer is

strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

27 April 1944 - Montzen (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 - Mount 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, day)
16 June 1944 - Sterkrade-Holten (4.10, day)
21 June 1944 - St. Martin l'Hortier (4.05, day)
23 June 1944 - Bientques (3.35)
27 June 1944 - Foret d'Eawy (3.55, day)
28 June 1944 - Metz (6.45)
3 July 1944 - Biennais (3.50, day)
5 July 1944 - Biennais (4.30)
17 July 1944 - Caen (3.55)
18 July 1944 - Wesseling (5.00)
20 July 1944 - Sernes (3.40)
24 July 1944 - Ferfay (4.15)
9 August 1944 - Foret de Nieppe (3.50)
10 August 1944 - La Pallice (6.35)
12 August 1944 - Brunswick (5.25)
3 September 1944 - Volkel (3.45, day)
10 September 1944 - Le Havre (4.15, day)
12 September 1944 - Bokum (4.45, day)
17 September 1944 - Boulogne (3.50, day)
27 September 1944 - Bottrop (5.10, day)
6 October 1944 - Dortmund (6.20)
23 October 1944 - Essen (6.00, day)
25 October 1944 - Homburg (5.05, day)
6 November 1944 - Gelsenkirchen (4.45, day)
27 November 1944 - Neuss (4.50)

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MILLS, F/O Vidal Le Roy (J28874) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 31 March 1918 at Inwood, Ontario; home in London, Ontario (oil driller); enlisted there 7 July 1942. Granted Leave Without Pay until 26 July 1942 when posted to No.5 Manning Depot. To No.6 SFTS (guard), 19 September 1942. To No.1 ITS, 27 December 1942; graduated and promoted LAC, 5 March 1943 but not posted to No.4 AOS until 20 March 1943; graduated and commissioned, 6 August 1943. To "Y" Depot, 20 August 1943. To United Kingdom, 25 August 1943. Promoted Flying Officer, 6 February 1944. Repatriated 14 April 1945. Retired 30 May 1945. Medal sent by registered mail 28 May 1948. Died in Dorchester, Ontario, 20 August 2000 as per **Legion Magazine** of March 2001. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9082 has recommendation dated 8 March 1945 when he had flown 36 sorties (206 hours ten minutes), 24 August 1944 to 7 March 1945

24 August 1944 - Brest (5.25)
25 August 1944 - Chapelle Notre Dame (3.40)
30 August 1944 - GARDENING, Ile de Re (6.45)
11 September 1944 - Nordstern (4.35)
12 September 1944 - Munster (4.25)
15 September 1944 - Kiel (5.15)
20 September 1944 - Calais (3.55)
6 October 1944 - Gladbach (4.40)
7 October 1944 - Cleve (4.30)
9 October 1944 - Bochum (5.35)
14 October 1944 - Duisburg (3.00)
28 October 1944 - Walcheren (3.25)
30 October 1944 - Cologne (5.35)
31 October 1944 - Cologne (5.10)
2 November 1944 - Dusseldorf (5.25)
6 November 1944 - Gelsenkirchen (4.50)
21 November 1944 - Sterkrade (6.30)
5 December 1944 - Soest (6.45)
6 December 1944 - Osnabruck (6.15)
12 December 1944 - Essen (5.20)
21 December 1944 - GARDENING, Kattegat (5.55)
24 December 1944 - Mulheim (5.00)
14 January 1945 - Dulmen (6.45)

16 January 1945 - GARDENING, Kattegat (6.50)
22 January 1945 - Gelsenkirchen (5.55)
28 January 1945 - Stuttgart (6.50)
13 February 1945 - Bohlen (8.35)
14 February 1945 - GARDENING, Baltic (6.20)
20 February 1945 - Reisholz (7.35)
23 February 1945 - Essen (5.45)
24 February 1945 - Kamen (6.20)
27 February 1945 - Mainz (6.35)
2 March 1945 - Cologne (6.05)
3 March 1945 - Kamen (6.25)
5 March 1945 - Chemnitz (8.35)
7 March 1945 - GARDENING, Kiel Bay (5.40)

This officer navigator has now completed his first tour of operations, having carried out 36 sorties.

His consistently high standard of navigation has enabled his crew to obtain the maximum number of successful sorties and the crew's splendid photographic records give ample proof that his timing on targets has been excellent. He has displayed fortitude and calmness during a tour which was by no means free from incident, and his dependability under all circumstances has been most noteworthy.

In recognition of a tour well carried out, pervaded by a fine operational spirit, Flying Officer Milton is strongly recommended for the award of the Distinguished Flying Cross.

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MILLSON, P/O Howard Douglas (J92854) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 18 May 1945 as per **London Gazette** of that date and AFRO 1085/45 dated 29 June 1945. Born 9 April 1917 at Inniskillen, Ontario; home in Toronto; enlisted there 23 March 1943 and posted to No.1 Manning Depot. To No.1 Equipment Depot, 21 May 1943. To No.1 Manning Depot, 24 June 1943. To No.1 Air Gunner Ground Training School, 23 July 1943. To No.9 BGS, 4 September 1943; graduated and promoted Sergeant, 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, 31 October 1943. Commissioned 26 November 1944. Promoted Flying Officer, 26 May 1945. Repatriated 2 August 1945. To No.1 Air Command, 12 August 1945. To Mountain Views, 13 September 1945. Retired 13 October 1945. Living in Bowmanville, Ontario as of September 1949. Medal presented in Toronto, 30 November 1949. Died in Oshawa, 1 June 1970.

As air gunner, Pilot Officer Millson has taken part in very many sorties. He has proved himself to be a most efficient and vigilant member of aircraft crew whose example of coolness in the face of the enemy has been highly commendable. One night in March 1945 he was the mid-upper gunner in an aircraft detailed to attack Hagen. On the return flight the aircraft was attacked by a fighter. After giving the necessary combat manoeuvre to his pilot, Pilot Officer Millson opened fire. His bullets struck the attacker which burst into flames and dived towards the ground where, on impact, the enemy aircraft exploded. By his good judgement and excellent shooting, this air gunner contributed materially to the safe return of the aircraft.

DHH file 181.009 D.1509 (Library and Archives Canada RG.24 Volume 20599) has original recommendation by W/C G.A. Tambling dated 23 March 1945 when he had flown 21 sorties (135 hours 20 minutes).

14 July 1944 - Anderbelck (3.50)
20 July 1944 - Ferme de Grande Bois (3.40)
5 August 1944 - St. Leu d'Esserent (4.35)
7 August 1944 - La Hogue (4.30)
7 August 1944 - Prouville (4.10)
6 December 1944 - Osnabruck (6.20)
17 December 1944 - Duisburg (6.45)
26 December 1944 - St. Vith (5.20)
5 January 1945 - Hanover (5.15)
6 January 1945 - Hanau (7.20)
13 January 1945 - Saarbrucken (7.30)
16 January 1945 - Oslo (7.40)
21 February 1945 - Duisburg (7.05)
24 February 1945 - Portagrunn (7.40)
2 March 1945 - Kristiansand (6.15)
5 March 1945 - Chemnitz (10.30)
7 March 1945 - Dessau (9.05)
11 March 1945 - Essen (6.30)
12 March 1945 - Kattegatt (6.10)
14 March 1945 - Zweibrucken (7.15)
15 March 1945 - Hagen (7.55)

On the night of March 15th, 1945, this officer was the Mid-Upper Gunner in an aircraft detailed to attack Hagen. When returning from the target at 12,000 feet,

they were attacked from above and astern by an Me.410. Pilot Officer Millson ordered corkscrew starboard and opened fire immediately. The enemy aircraft returned the fire, but no strikes were made on our aircraft. Suddenly flames broke out on the Me.410 and it dived vertically on port quarter approximately 200 yards distant, streaming flames all the way to the ground, where it was observed by both our gunners to explode. A moment later another Me.410 closed in on the starboard quarter and after corkscrewing to starboard, both gunners of our aircraft opened fire together. After returning fire, the fighter broke away with no damage claimed.

I consider that by his cool judgement and the dexterity with which he handled his guns, Pilot Officer Millson was most instrumental in saving the lives of his crew, and fully merits the immediate award of the Distinguished Flying Cross.

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MILLWARD, P/O Hector Munro Bertram (J90550) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 15 October 1924 in Ottawa; home there (postal clerk); enlisted there 10 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.2 Air Gunner Ground Training School, 3 September 1943. Promoted LAC and posted to No.3 BGS, 16 October 1943; graduated and promoted Sergeant, 26 November 1943. To "Y" Depot, 10 December 1943. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944. Commissioned 30 September 1944. Promoted Flying Officer, 30 March 1945. Repatriated 13 June 1945. Retired 9 September 1945. Medal presented 1 December 1948. Postwar he attended Carleton College, joining the office of Auditor General in 1949 and retiring in 1968 as Assistant Auditor General. Died in Ottawa, 1 December 2006. Incident described was on night of 31 December 1945; see also Thackery. RCAF photo PL-40252 (ex UK-15791 dated 13 October 1944) shows Flight Sergeant D.J. MacFarlane (Ottawa) and Flight Sergeant H.M. Millward (Ottawa), both former pupils of Ottawa Technical School who enlisted and trained together but serve in different crews of No.427 Squadron.

Throughout a large number of operational sorties this officer has displayed outstanding courage and devotion to duty. In December 1944 he was air gunner in an aircraft detailed for a minelaying operation in Oslo Fiord. While over the target his aircraft was attacked by a Junkers 88. During the third attack Pilot Officer Millward and his fellow gunner succeeded in destroying the German aircraft.

DHist file 181.009 D.2610 (RG.24 Vol.20627) has original recommendation dated 18 January 1945, drafted by W/C V.F. Ganderton, when he had flown 33 sorties (181 hours 25 minutes).

9 July 1944 - Ardouval (4.50)
12 July 1944 - Acquet (5.00)
14 July 1944 - Anderbelck (3.40)
25 July 1944 - Stuttgart (8.20)
30 July 1944 - Amaye (3.15)
3 August 1944 - Nieppe (3.55)
4 August 1944 - Casson (5.15)
5 August 1944 - St. Leu (5.05)
7 August 1944 - L'Houx (5.10)
8 August 1944 - Chantilly (5.00)
9 August 1944 - La Neuville (4.10)
12 August 1944 - Brunswick (6.00)
13 August 1944 - Gardening (6.30)
15 August 1944 - Soesterburg (4.05)
11 September 1944 - Le Havre (4.15)
12 September 1944 - Dortmund (4.20)
14 September 1944 Wilhelmshaven (3.35, recalled)
17 September 1944 - Boulogne (3.40)
27 September 1944 - Sterkrade (4.50)
28 September 1944 - Cap Gris Nez (4.00)
4 October 1944 - Gardening (7.30)
6 October 1944 - Dortmund (5.55)
9 October 1944 - Bochum (6.40)
14 October 1944 - Duisburg (4.50)
14 October 1944 - Duisburg (5.45)
22 October 1944 - Gardening (6.25)
23 October 1944 - Essen (5.10)
25 October 1944 - Homburg (4.50)
28 October 1944 - Cologne (5.30)
21 November 1944 - Castrop Rauxel (6.05)
25 November 1944 - Gardening (7.00)
30 December 1944 - Cologne (6.10)
31 December 1944 - Gardening (6.55)
13 January 1945 - Saarbrucken (7.15)

This air gunner has completed thirty-three heavy operational bombing attacks against the enemy. At all times his work in general has been outstanding and he has been an inspiration to the gunners on the squadron.

On thirty-first of December 31 his aircraft was detailed for gardening in the Oslo Fiord. While they were dropping their vegetables, the bomber was attacked by an enemy fighter (Ju.88). This gunner gave combat manoeuvres and opened fire while the fighter pressed home his attack. The fighter made three attacks and on the third both gunners were successful in destroying the German aircraft.

Pilot Officer Millward's cheerful confidence has inspired a high standard of morale in his crew. I strongly recommend that Pilot Officer Millward be awarded a non-immediate Distinguished Flying Cross.

RCAF Press Release No. 8241 dated 13 January 1945 from F/L H.W. Eggleston reads:

WITH THE RCAF BOMBER GROUP IN GREAT BRITAIN: -- A third attack by an enemy fighter, identified as JU.88, while a Halifax bomber from the Lion squadron was orbiting over the target on a mining expedition, proved costly to the Jerry, and he finally crashed into the sea after the bomber's gunners had beaten off two attacks and outshot the Nazi in a thrilling gun duel on the third.

The gunners, who both scored hits on the fighter, and have received confirmation of their "kill" are P/O H.M.D. Millward, mid-upper gunner, 68 McDonald Street, Ottawa, Ontario and F/O J.R. Thackeray, rear-gunner, 1440 Montague Street, Regina, Saskatchewan. Captain of the bomber was F/O W.B. Britton, Eston, Saskatchewan.

The bomber was circling the target in an effort to drop its "eggs" accurately when the mid-upper gunner spotted the fighter passing below. It moved in to attack with cannon and machine guns blazing. Both gunners returned the fire without visual damage to the fighter. On the second attack, the fighter closed in to 100 yards range, firing as he attacked from the starboard quarter above. Both gunners gave him a short burst and saw hits on the wings. He broke away below, then, attacked again from the starboard quarter above as the skipper had the "Hally" in violent evasive action. In the exchange of fire, the gunners scored more hits on the fighter and they had the satisfaction of seeing him crash into the sea. "That guy came in once too often for his own good", F/O Thackeray related. "We must have hit the pilot on the third attack as there was no sign of flames. It was a clear night and we had no difficulty following him down until he crashed into the water." Both gunners claim "kill".

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MILLWARD, S/L James Bert (J10255) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 13 August 1943 and AFRO 1849/43 dated 10 September 1943. Born in Montreal, 10 June 1911; home in Sherbrooke, Quebec. Attended McGill University; BA, 1934; later MA from Bishops University. Enlisted in Toronto, 2 June 1941. To No.4A Manning Depot, 24 June 1941. To No.3 ITS, 8 August 1941; graduated and promoted LAC, 12 September 1941 when posted to No.17 EFTS; to No.8 SFTS, 7 November 1941; graduated and commissioned, 27 February 1942. To "Y" Depot, 28 February 1942. To RAF overseas, 19 March 1942. Promoted Flying Officer, 1 October 1942. Reported from No.23 OTU to No.426 Squadron, 22 October 1942. Promoted Flight Lieutenant, 15 February 1943. Promoted Squadron Leader, 1 June 1943. Promoted Wing Commander, 17 February 1944. Repatriated 30 May 1945 via Eastern Air Command. Retired 17 September 1945. Rejoined 3 September 1946 (20414), retaining rank of Wing Commander; promoted Group Captain, 1 May 1948. From August 1949 to August 1952 he was Commandant of Royal Roads Military College. Awarded Queen's Coronation Medal, 1953 when CO of Station Trenton. Directed ROTP programmes in AFHQ, March 1960. Promoted to Air Vice Marshal and made AOC Air Material Command, 20 September 1962. RCAF photo PL-31681 shows him being invested by the King. RCAF Photo PL-33952 (ex-UK-16321 dated 9 November 1944) is captioned as follows: "Group Captain J.B. Millward, DF and Bar, Sherbrooke, Quebec, who was recently given command of the RCAF Bomber Group station from which the Lion and Bison squadrons operate. The 33-year old pilot, who has flown more than 40 sorties with the Thunderbird and City of Vancouver squadrons, holds the distinction of having been briefed for the first mission of the Canadian group after it was officially formed in January 1943, when he was at the controls of a Wellington bomber which attacked Lorient. A graduate of McGill University in Montreal, he taught at St. Andrew's College, Aurora, Ontario, in peacetime." Photos PL-32297 (ex UK-14576) and PL-32298 (ex UK-14577), both dated 7 September 1944 shows him - "Since finishing operational flying he has been filling an important post at Group Headquarters." Photo PL-36364 is a portrait. Photo PL-42629 (ex UK-19648 dated 30 March 1945) shows him greeting F/L E.L.B. Warrington (New York City and Strathclair, Manitoba), Bison squadron, following raid on Dortmund. Died in Sand Hill, Quebec, 7 December 1971. Medals with Canadian War Museum (AN 19790183-024).

On two occasions this officer has flown his aircraft safely back to base although damage had been sustained from enemy action. He has also had much success in securing photographs of the target area. As deputy flight commander Squadron Leader Millward has assisted in building up the squadron to its present high state of efficiency. The quiet determination with which he completes his duties has won him the admiration and respect of all.

MILLWARD, W/C James Bert (J10255) - **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.

Wing Commander Millward has completed many successful sorties during which he has attacked a wide range of strongly defended targets. He is an exceptionally keen and capable flight commander and has at all times displayed fine qualities of courage and devotion to duty.

NOTE: Public Record Office Air 2/9632 has recommendation by W/C R.J. Lane dated 22 May 1944 when he had flown 39½ sorties (240 hours) of which 19 sorties (120 hours 30 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)
12 February 1943 - GARDENING, Frisians (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, Dutch coast (3.20)
14 April 1943 - Stuttgart (7.50)
16 April 1943 - Mannheim (7.20)
27 April 1943 - GARDENING, Brest (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

22 August 1943 - Leverkusen (4.55)

23 August 1943 - Berlin (5.10)
19 November 1943 - Berlin (7.00)
2 December 1943 - Berlin (6.05)
23 December 1943 - Berlin (7.25)
29 December 1944 - Berlin (6.40)
1 January 1944 - Berlin (6.35)
2 January 1944 - Berlin (6.30)
5 January 1944 - Stettin (8.40)
20 January 1944 - Berlin (6.55)
21 January 1944 - Magdeburg (6.15)
27 January 1944 - Berlin (7.00)
28 January 1944 - Berlin (7.55)
30 January 1944 - Berlin (6.00)
15 February 1944 - Frankfurt (7.00)
24 February 1944 - Schweinfurt (6.35)
25 February 1944 - Augsburg (6.45)
22 March 1944 - Frankfurt (5.35)
24 March 1944 - Berlin (6.30)

This officer is an exceptionally keen and capable captain who has completed 39½ operational sorties against such heavily defended targets as Berlin, Stuttgart and Mannheim. The work of this officer, both as a Flight Commander and pilot, has been exceptional. He has, at all times, displayed fine qualities of courage, leadership and devotion to duty which have been an inspiration to those serving under his command. Strongly recommended for the award of Bar to Distinguished Flying Cross.

MILLWARD, G/C James Bert, DFC (J10225) - **Mention in Despatches** - Leeming - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945.

MILLWARD, W/C James Bert, DFC (20414) - **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 Millward completed two outstanding tours of operations flying heavy bombers, the second tour being with the Pathfinder Force. Many of his attacks were directed skillfully and accurately against German-held communications in France. His outstanding conduct was an inspiring example to all of No.6 Bomber Group.

Note: For two Combat Reports bearing on his career (22 March 1944 and 24 March 1944) see entry for G.D. Hirschfield.

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MILNE, F/L Alexander Glen (J16623) - **Commended for Valuable Services in the Air** - No. 6 OTU - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 5 June 1912. Enlisted in Hamilton, Ontario, 10 April 1941. To No.1 Manning Depot, 16 April 1941. To No.1 ITS, 14 May 1941; graduated and promoted LAC, 21 June 1941 when posted to No.1 EFTS; graduated 8 August 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 24 October 1941; to No.31 GRS, 14 November 1941; to No.31 OTU, 17 January 1942; to RAF overseas, 24 April 1942; commissioned 6 December 1942; promoted Flying Officer, 6 June 1943. Repatriated via No.31 Personnel Depot, 17 June 1943. To Rockcliffe, 24 June 1943. To Western Air Command, 26 July 1943. To No.32 OTU, date uncertain. Promoted Flight Lieutenant, 1 February 1944. To No.6 OTU, 31 May 1944. With that unit to Greenwood, 15 January 1946. Retired 12 June 1946. DHist file 181.009 D.1636 (RG.24 Vol.20604) has application for Operational Wings dated 14 February 1944. Claimed service with No.38 Squadron in Middle East (September-October 1942), No.69 Squadron in Malta (October 1942 to February 1943). Claimed 38 sorties (315 operational hours) and total flying of 1,100 hours. Shot up twice, slightly injured in a crash landing, and states he was involved in sinking of two ships, probable sinking of one. Posted back to Canada in June 1943.

This officer has displayed outstanding keenness and devotion to duty in improving the standard of instructional, instrument and range flying at this Unit. In every flying emergency, he has acted coolly, quickly and correctly.

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MILNE, F/L Allen Ritchie (J13337) - **Mention in Despatches** - No.518 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Name rendered "Alan Ritchie Milne" on pay card. Born 27 October 1921. Home in Toronto; enlisted in Vancouver, 20 March 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 5 April 1940. Promoted AC1, 1 July 1940. To Trenton, 25 July 1940; promoted LAC, 1 October 1940. Promoted Corporal, 1 May 1941. Remustered to aircrew, 7 December 1941 when reverted to AC2 and posted to No.1 ITS; graduated 30 January 1942 and promoted LAC; but not posted to No.10 EFTS until 14 February 1942; may have graduated 10 April 1942 but not posted to No.6 SFTS until 23 April 1942; graduated and commissioned, 14 August 1942. To No.1 GRS, 4 September 1942; to No.36 OTU, 6 November 1942; promoted Flying Officer, 14 February 1943. To No.5 Aeronautical Inspection Detachment, 5 May 1943. To RCAF Overseas

Headquarters, 4 June 1944. Promoted Flight Lieutenant, 14 October 1944. Repatriated by air, 22 July 1945. To Debert, 23 July 1945. Retired 11 September 1945. Reengaged, 25 March to 18 September 1949.

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MILNE, P/O Gordon Sheppard (J19630) - **Distinguished Flying Cross** - No.106 Squadron - Award effective 9 May 1944 as per **London Gazette** of that date and AFRO 1186/44 dated 2 June 1944. Born in Montreal, 12 September 1920 (published in **War Service Records, 1939-1945**, Canadian Bank of Commerce, 1947); home in Edmonton; enlisted in Calgary, 31 October 1941 and posted to No.3 Manning Depot. To No.10 SFTS, 16 January 1942 (guard). To No.7 ITS, 28 February 1942; graduated and promoted LAC, 24 April 1942 but not posted to No.14 EFTS until 6 May 1942; to No.15 EFTS, 20 June 1942; may have graduated 14 August 1942 but not posted to No.12 SFTS until 29 August 1942; graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 1 January 1943. To RAF overseas, 6 January 1943. Promoted Flight Sergeant, 18 June 1943. Commissioned 26 October 1943. Promoted Flying Officer, 26 April 1944, Repatriated 15 April 1945. Retired 5 June 1945. Medal presented 17 January 1948. Worked for Wilson Gregory Lumber Company for many years. He was a past president of Wartime Pilots and Observers Association. Died in Winnipeg, 21 August 2004.

This officer has completed very many sorties, nine of which have been against Berlin. He has displayed great skill, gallantry and determination, qualities which were amply demonstrated on a recent mine-laying mission. In spite of considerable anti-aircraft fire and searchlight activity, Pilot Officer Milne pressed home his attack with great precision. He is a fine leader and a model captain.

NOTE: Public Record Office Air 2/9220 has recommendation drafted 12 April 1944 when he had flown 27 sorties (192 hours 20 minutes. His Commanding Offer suggested a DSO and this was supported by the Air Commodore in charge of No.54 Base. However, Air Vice-Marshal Sir Ralph Cochrane downgraded it to a DFC (24 April 1944). The original submission read:

Pilot Officer Milne, as captain of aircraft, has carried out 27 successful operational sorties, nine of which have been against Berlin.

On one occasion he sighted a dinghy on the water off Maplethorpe, and sent back an accurate navigational fix to base. Pilot Officer Milne then circled over the dinghy for more than two hours, during which time the visibility deteriorated considerably. Eventually he sighted three minesweepers, and by flying towards them and back again towards the dinghy he managed to direct one ship to the rescue.

Pilot Officer Milne's tour of operations has been marked throughout by skill and resource and the 27 sorties which he has so far made as captain have been most effectively and efficiently carried out. He has managed to obtain two aiming point photographs and several within one mile of the aiming point. Recently he took part in six operations, the primary objective of which was the location and illumination of targets for precision bombing attacks. All these missions were performed with outstanding skill and accuracy.

On the night of 9/10th April 1944, this officer was detailed to lay mines in the important Konigsberger Seekanal. This canal, which is only 54 yards wide, is a vital link in the enemy's waterways traffic system. To ensure success the target was attacked in bright moonlight and from a very low level. Pilot Officer Milne approached the canal at a height of only 150 feet and in the face of intense, accurate anti-aircraft fire and blinding searchlights which coned his aircraft. Despite this he held a steady course and pressed home his attack in a most determined manner, all his mines being seen to fall in the narrow channel.

Throughout his tour this officer has shown qualities of leadership, courage and determination of the highest order, and I consider the skill and fearlessness shown by him in this last sortie, made in the face of fierce and determined opposition fully merit the immediate award of the Distinguished Service Order.

No.5 Group Monthly Summary for December 1943 has the following narrative under the heading "Air-Sea Rescue":

On Saturday, 18th December, "F" of 106 Squadron was detailed for air firing over the sea, and shortly after crossing the coast the crew saw pyrotechnics being fired. On closer investigation they saw a dinghy. The pilot and captain (Flight Sergeant Milne) circled while the navigator obtained a Gee fix and the wireless operator contacted Section "J" and reported the sighting. The dinghy position was fixed as 5525N, 0045E at 1111 hours.

The Navy diverted a minesweeper to the position and an HSL [High Speed Launch] continued circling and at 1207 hours confirmed his position with Section "J". At 1325 hours the minesweeper **Typhoon** appeared on the scene, about a minute ahead of the HSL, and rescued the occupant, Flight Sergeant Hurley of 57 Squadron. Flight Sergeant Hurley was the wireless operator and sole survivor of a crew of a 57 Squadron which on return from operations on 16/17th December had struck the sea after breaking cloud. This aircraft, after receiving a

fix 53.10N 01.08E and a QDM to Base, wandered considerably in poor visibility and low cloud, and had struck the water inadvertently.

Bad weather prevented any search on 17th December and Flight Sergeant Milne's sighting forestalled an organized search on 18th December.

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MILNE, F/L Leonard Smith (C22109) - **Commended for Valuable Services in the Air** - No.24 EFTS - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Red Deer, Alberta, 7 April 1913 (press release 4907 announcing the award). Labourer, 1929-1930; driver for Pacific Milling Company, 1930-1932; Salesman, 1932 to 1938. Flying instructor, 1938-1939 with British Columbia Aero Club and Forgia Flying School. Home in New Westminster; enlisted in Vancouver, 22 June 1940. To Trenton, 24 June 1940. Promoted Sergeant, 22 July 1940. To No.8 EFTS, Vancouver, 2 August 1940. Granted Leave Without Pay, 3 August 1940 while instructing. Reinstated as service pilot, No.7 SFTS, Macleod, Alberta, 16 March 1942. Struck off strength of No.7 SFTS, 29 March 1942 and resumed status of Leave Without Pay, apparently being posted to No.18 EFTS. Commissioned 1 December 1942 while on strength of No.15 EFTS, Regina. Promoted Flying Officer, 1 February 1943. To No.24 EFTS, Abbotsford, 10 September 1943. Promoted Flight Lieutenant, 1 October 1943. To No.2 Training Command Headquarters, Winnipeg, 29 July 1944. To No.23 EFTS, Macdonald, and Davidson, 1 August 1944. To No.5 OTU, Boundary Bay, 1 December 1944. To Station Moncton, 27 April 1945. To Station Dartmouth, 29 April 1945. To No.11 (BR) Squadron, 23 May 1945 and moved with that unit to Patricia Bay. To Western Air Command Meteorological Flight,, 12 July 1945. To No.8 Release Centre, 29 August 1945. Retired 8 September 1945. Died in Surrey, British Columbia, 24 May 1977 as per British Columbia Vital Statistics.

This officer has carried out the duties of assistant chief flying instructor at this unit since its inception and has at all times displayed extreme devotion to duty. His high regard for the Service and its requirements and the zeal and energy with which he carries out his duties have made a large contribution to the elementary training of aircrew.

Recommendation first raised 18 September 1943 in a letter not found in his file. This letter was mentioned in forma; submission for a Air Force Cross, 11 January 1944, at which time he had flown 2,200 hours (1,900 as instructor), 200 in previous six months:

Flight Lieutenant Milne is presently serving as Assistant Chief Flying Instructor at No.24 EFTS, RCAF Abbotsford. He previously served in the same capacity as Chief Flying Instructor at No.8 EFTS, Sea Island, then at No.18 EFTS, Boundary Bay and at No.15 EFTS, Regina. His services have been distinguished by a high

degree of merit and efficiency and he has carried out his duties over this long period in an exemplary and diligent manner.

Air Vice-Marshal G.R. Howsam suggested that this be made a Commendation but even in this form it did not reach the AFHQ Priority List. It was resubmitted on 1 September 1944 by G/C G.H. Sellers (SASO, No.4 Training Command) who again suggested an Air Force Cross. This time he gave the flying hours as 2,100 total (1,827.10 on instruction), and 102.15 in previous six months. Howsam again reduced this to a Commendation, 1 September 1944, and AFHQ accepted it as such. Text on this occasion was:

This officer has carried out the duties of Assistant Chief Flying Instructor at this unit since its inception and has at all times shown extreme devotion to duty. He has also been assistant or Chief Flying Instructor at four other Elementary Schools since 1940 and his high regard for the Service and its requirements has done much towards the successful elementary training of aircrew.

Notes: Flying Instructor course at Trenton was 24 June to 18 July 1940. Previous flying experience shown as 151.00 single engine solo and 45.00 single engine dual; he had spent 50 hours instructing, which was enough for British Columbia Aero Club to recommend him to the RCAF. On course he flew eleven hours single engine solo and 14.25 dual. Tested on Fleet Finch II by F/O W.G. Welstead who wrote, "Good pilot - knows sequence well - good voice, but inclined to monotony - aerobatics good - instrument good - good type. Will do well with experience." Assessed by F/L G.D. Macallister who wrote, "A very good instructor. Flying smooth, accurate. With more experience should classify for Class I rating". He had also completed a Link Extension Course.

He was re-assessed and granted Class I standing, 9 April 1941. By then he had flown 675 hours solo (450 instructing) and 80 hours dual.

On 19 November 1942, at No.15 EFTS, he was assessed again, this time by S/L H.H. Larryford (?) Of No.4 Visiting Flight, Central Flying School. By then he had flown 925 hours solo, 88 dual plus 22 hours solo on twin-engine types and 15 hours dual. He had flown 850 hours instructing. Tested on Tiger Moth for Sequence ("Above average"), Voice ("Distinct"), Manner ("Capable"), Ability to Impart Knowledge ("Above Average"), and Ability as Pilot ("Above average"). Generally described as "An outstanding elementary instructor."

Course at No.5 OTU was 5 December to 8 April 1945. Flying was on Mitchell (8.00 day dual, 1.30 day as first pilot, 29.20 day as second pilot, two hours as second pilot by night, 6.05 as passenger by night) and Liberator (5.45 day dual, 39.00 day as second pilot, 45 minutes night dual, 34.15 as second pilot by night, 13.40 as passenger by night). Also logged 24 hours in Link.

Ground training was in Aircraft Recognition (60/100), Navigation and Meteorology (130/200), Plotting (66/100), Airmanship, Mitchell (243/300) and Airmanship, Liberator (237/300). Also tested in Morse and Aldis (eight words a minute in each, both sending and receiving). "A satisfactory enough pupil, but it is felt he could have done much better if he has worked harder." (S/L W. Grierson-Jackson); "A conscientious and steady worker but not outstanding in any way" (W/C D.D. MacIntyre). "An excellent officer, steady and dependable" (W/C D.J. Williams).

Selected Service Assessments: "At present holding the position of Flight Commander of airforce rank rank and station establishment. Undoubtedly could act as Squadron Commander, Assistant Chief Instructor or even Chief Flying Instructor after a short service course which has many times been recommended for this officer. This officer has been extremely difficult to assess in view of his short term of service in the RCAF since being recalled from the Special Group of Pilots on indefinite leave without pay." (F/L R.A. Haywood, No.15 EFTS, 15 March 1943).

"This officer has shown good judgement and has carried out very well the responsibilities and duties of a commissioned officer." (F/L G.T. Pearce, No.15 EFTS, 30 June 1943).

"An experienced instructor who held the position of Chief Flying Instructor on this unit prior to 1 December 1942. He will improve with the further service knowledge acquired on the officers training course, which he has just completed." (F/L J.M.V. Hambridge, No.15 EFTS, 14 September 1943).

"An above average officer in every respect. Extremely interested in maintaining the efficiency of the service at its highest peak." (S/L G.E. Kerley, No.24 EFTS, 20 May 1944).

Policy Considerations: In the first half of the war the RCAF frequently granted instructors the rank of Sergeant, then placed them on "indefinite leave without pay" while assigning them as elementary flying instructors at civilian-operated schools. After a period of up to two years they were recalled to "Active Service". A note dated 7 November 1945 from Tom Reid (Member of Parliament) to the Minister of National Defence for Air raised this. Milne had argued that he was entitled to Service gratuities for the full period of his association with the RCAF, including the period up to December 1942 when he was a civilian instructor. The sticking point was that in that capacity he had received higher pay than would have been the case had he been a Sergeant instructor. The Minister replied on 13 November 1945 as follows:

I have referred your enquiry with regard to payment of the war service gratuity to C.22109 Flight Lieutenant L.S. Milne to the Authorities responsible for payment, and have received the following information with regard to this case.

This officer served a total of 1,905 days, 838 of which were served on leave-without-pay from the RCAF at civilian operated flying schools. He is therefore only eligible for a war service gratuity for 1,067 days of paid service in the RCAF. The question of paying the war service gratuity to personnel on leave-without pay, while employed as instructors at civilian operated flying schools, was given careful and sympathetic consideration at the time the regulations to the War Service Grants Act were being drawn. It was decided at that time that taking everything into consideration, the war service gratuity should not be paid in these cases. Therefore, as the Act and Regulations now stand, it is not possible to pay him a war service gratuity for this period as such service is not considered as eligible service for payment of the gratuity.

The question of payment of the war service gratuity to personnel who have served at civilian operated flying schools will be referred to the Special Committee on Veterans' Affairs which is now considering all veterans legislation. However, until such time as this matter has been dealt with by the Committee and their recommendations tabled in the House of Commons, no action can be taken to pay the war service gratuity for such periods while on leave-without-pay from the RCAF.

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MILNE, S/L Roderick Francis (C1596) - **Distinguished Flying Cross** - No.10 (BR) Squadron - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born in Windsor, Ontario, 3 December 1915. Member of the Cameron Highlanders of Ottawa, 10 May 1934 to 10 January 1935. Enlisted in RCAF, 11 January 1935 as motor mechanic. Posted from Camp Borden to No.5 (Flying Boat) Squadron, Dartmouth, 7 June 1936. To Station Trenton, 28 July 1937 as LAC. Qualified for Pilots Flying Badge as Sergeant Pilot, 20 May 1938. Transferred from Trenton to Station Ottawa, 13 January 1939. Engaged in ferry of Avro aircraft 267 to No.112 (Army Cooperation) Squadron, Winnipeg in June 1939. Promoted Flight Sergeant, 1 September 1939. Commissioned 15 November 1939 while still at Rockcliffe and granted rank of Flying Officer. To No.118 (Coastal Artillery Cooperation) Squadron, 23 March 1940. To No.1 (Coastal Artillery Cooperation) Detachment, Saint John, New Brunswick, 27 September 1940. Promoted Flight Lieutenant, 1 December 1940. To No.2 (Coastal Artillery Cooperation) Detachment, Dartmouth, 16 April 1941. To No.1 (Coastal Artillery Cooperation) Detachment, 15 November 1941. To No.117 (BR) Squadron, 7 September 1942. To No.10 (BR) Squadron, 1 May 1943. Promoted Squadron Leader, 1 August 1943. To RCAF Staff College, Toronto, 14 June 1944. To "Y" Depot, Lachine, 1 October 1944. Embarked from Canada, 18 October 1944. Disembarked in Britain, 20 October 1944. Taken on strength of No.3 PRC, Bournemouth, 21 October 1944. To No.3 (P) AFU, 7 November 1944. To No.4 (Coastal) OTU, 12 November 1944. To No.423 Squadron, 15 March 1945. To Station Down Ampney, 3 September

1945. To No.436 Squadron, 8 October 1945. Repatriated to Canada, 1 April 1946. To No.9 (Transport) Group, Rockcliffe, 8 May 1946. To No.14 (Photo) Squadron, 7 July 1946. Taken on strength of postwar RCAF, 1 October 1946, retaining rank of Squadron Leader. To Station Trenton, 15 January 1949. To Tactical Group Headquarters, Winnipeg, 20 December 1949. To AFHQ, Ottawa, 9 July 1951. To Canadian Joint Staff, Washington, 11 August 1954. Promoted 1Wing Commander, 1 September 1957. To AFHQ, Ottawa, 19 July 1959. To Maritime Headquarters, Halifax, 24 July 1962. Retired 26 March 1965 Died in Halifax, 30 September 1984 as per **Legion Magazine** of April 1985. Also reported in **Airforce Magazine** of April-May-June 1985. Governor General's Records (RG.7 Group 26, Volume 57, file 190-I) has citation; notes indicate that as of recommendation he had flown 1,551 hours, 535 on operations (134 sorties).

This officer, as second-in-command of a Liberator VLR squadron, has by his example and industry, been largely responsible for the successful formation and operations of his unit. During a recent period of sustained and heavy anti-submarine operations he inspired the officers and men under his jurisdiction by his personal example, ability, and pleasing personality. His wealth of operational experience, both in landplane and flying boat, has made him a most valuable and respected officer.

This award began 12 December 1943 when the Commanding Officer of No.10 (BR) Squadron recommended him for an Air Force Cross (hours as stated above). Text was as follows:

This officer, in the capacity of Second in Command of a Liberator VLR squadron, has by his example and industry, been largely responsible for the successful formation and operations of that unit. During a recent period of sustained and heavy anti-submarine operations, Squadron Leader Milne, while acting as Officer Commanding of his Squadron, was an inspiration to the officers and men who were serving under him. His wealth of operational experience, both as a landplane and as a flying boat pilot, combined with his able administrative ability and a pleasing personality, has made him a most valuable and respected officer in his unit.

The Officer Commanding, Station Gander, concurred (date not shown), but on 11 January 1944 Air Vice-Marshal G.O. Johnson (Air Officer Commanding) suggested that a DFC be substituted for the AFC. This was endorsed by the Chief of the Air Staff, Air Marshal Robert Leckie.

Training:

Course at Flying Training School, Trenton, was 28 July 1937 to 18 May 1938. Aircraft were Fleet (12 hours 35 minutes dual to solo, 28.05 advanced dual, 38.05 solo) and Moth (26.15 advanced

dual, 18.55 solo). Courses as follows: Air Navigation (116/200), Meteorology (33.6/40), Airmanship (120.2/170), Engines, written (164/200), Engines, practical (265.7/300), Rigging, written (not taken), Rigging, practical (244.1/300), Administration (75.3/100), Organisation (43/50), Law (70/100), History (19.5/25), Theory of Flight (33/50), Armament, written (62.5/60), Armament, practical (157/200), Signals, written (not taken), Signals, practical (98.9/100), Drill (63/100). Considered "above average" on final flying test on Tiger Moth, including aerobatics. "Took same course in all respects as officer pupils. Consider credit due for passing all subjects satisfactorily." Also described as "Smart, keen and reliable." Assessed by F/L J.G. Kerr (Chief Flying Instructor).

Included in the above period was an Instrument Flying Course (26 November 1937 to 7 April 1938). This involved 12.20 dual in Moth and eight hours in Link. "This airman flies by instruments with average accuracy. He lost height on turns which were otherwise very good. He apparently thinks very slowly."

Course at Air Navigation and Seaplane School, Trenton, 1 June 1938 to 31 October 1938. This seems to have been complex. Aircraft flown were Fleets (1.35 dual, 10.00 solo, 1.55 as navigator, 4.00 as crew, total 17.30), Fairchild 71 (1.10 dual, 13.40 solo, 5.30 as navigator, 7.05 as crew, total 27.25), Vedette (6.15 dual, 28.30 solo, 17.20 as navigator, 49.00 as crew, total 101.05), Norseman (3.30 dual, 1.20 solo, 27.00 as navigator, 12.15 as crew, total 44.05). Ground courses were Photography (73 percent), Magnetism and Compasses (66 percent), Meteorology and Tides (58 percent), Maps, Charts and Instruments (64 percent), Sun Position Lines (60 percent), Dead Reckoning Navigation (16 percent on first test, 75 percent on supplemental), Signals (72 percent). "This NCO is a keen and reliable seaplane pilot. He can undertake cross-country flights in a satisfactory manner, but requires more experience for long distance Air Navigation flights out of sight of land." (S/L J.G. Bryans). "A conscientious and keen NCO with ability to handle seaplanes in an efficient manner. He is thoroughly proficient in map reading, but required more experience in the mechanical methods of air navigation. Sergeant Milne did fairly well in his written examinations with one exception, Dead Reckoning Navigation. There was a distinct improvement in the quality of the answers to the supplemental examination. He is strongly recommended to avail himself of any opportunities which may occur of acquiring further practical and theoretical knowledge of air navigation." (S/L F.J. Mawdesey). Placed tenth in a class of 14.

Advanced Photographic Course at Ottawa, 16 January to 10 March 1939. Subjects were Photography, Practical (64/100), Photography, Theoretical (65/100), and Mapping Methods (79/100). Flew in Fairchild 71 (2.05 as pilot, 3.00 as passenger) and Delta (9.40 dual as pilot, 9.55 as passenger). "A capable pilot. Slow to start but is capable of flying a photographic line accurately and with confidence. Understands the principles involved but requires more practice." Passed but not qualified on Delta aircraft.

Notes: On his application for Operational Wings, submitted 5 May 1945, he listed only his flying in Canada, commencing with a sortie on 1 April 1940 (Lysander, No.118 Squadron, Anti-Submarine, 1.25). He was engaged in such duties on Lysanders until 18 July 1942. He then began operations with No.117 Squadron on Canso aircraft on 10 September 1942, his longest sortie being on 30 September 1942 (17 hours 15 minutes). His last trip on the form with Cansos was 24 April 1943. His first sortie with No.10 (BR) on Liberators was 9 June 1943 and the last listed was 5 April 1944; his longest seems to have been 1 July 1943 (14.25).

On a form dated 16 December 1945 he gave his flying times as follows: Lysander (41.15 operational and 546.35 non-operational), Catalina (348.05 operational and 198.30 non-operational), Liberator (203.00 operational and 355.30 non-operational) and Sunderland (13.30 operational and 124 non-operational - which contradicts statement below). Aircraft types were Fleets, Moths, Fairchild 51 and 71, Delta, Avro 626, Tomtit, Goose, Barkley-Grow, Shark, Lysander, Mitchell, Liberator, Oxford, Dakota, Vedette, Norseman, Catalina, and Sunderland.

On repatriation, 5 April 1946, he signed a form stating that he had flown 100 operational and 400 non-operational hours while overseas. This had included eight combat sorties with No.423 Squadron (the last being on 9 May 1945). He reported 250 hours flown on Sunderlands, 20 on Oxfords, 30 on Liberators and 200 on Dakotas.

Another form (undated but early 1947) lists some types as follows - Goose (25 hours, last flown 19 March 1940), Barkley-Grow (40, last flown 3 March 1940), Shark (30, last flown 10 May 1940), Lysander (450, last flown 13 August 1942), Mitchell (2.00, last flown 13 May 1943), Liberator (350, last flown 27 August 1945), Oxford (5.00, last flown 14 November 1945), Dakota (220.00, last flown 3 April 1947), Norseman floatplane (30.00, last flown 15 November 1938), Catalina (350, last flown 29 April 1943), Sunderland (110.00, last flown 27 May 1945), Fairchild 71 floats (50.00, last flown 15 November 1939).

Selected Assessments: Although he seems to have been an indifferent administrator while with No.1 (CAC) Detachment - and he requested assignment to a flying boat unit - his performance thereafter was very impressive and led to continued contact with maritime patrol work.

“I have been impressed by the ability that this officer has shown in his direction of 414 Photographic Squadron. He has developed immeasurably with added responsibility and can be thoroughly counted on for accurate, mature judgement in his position. He has a commendable, democratic type of leadership ability that produces the best from his officers and men, possibly by reason of the fact that he always provides an excellent example in himself. He has shown above average interest in the Staff administration of his unit. His squadron suffered from a very large turn-over of personnel and from a late conversion from Anson to Dakota aircraft during

the past winter and yet despite these difficulties his operations have been most successfully carried out this year. I rate this officer high in all respects." (Air Commodore L.E. Wray, No.9 Transport Group, 2 October 1947).

"This officer has proved to be outstanding as Officer Commanding 414 Squadron. His own bearing and conduct are a fine example to his men. He is very keen on the service and spends a great deal of time studying methods of improving photographic operations." (W/C R.I. Thomas, No.22 Photo Wing, 2 April 1948).

"This officer has made a major contribution to developing accident investigation procedure and the RCAF Flight Safety Program. He is intelligent, very practical in his approach to problems and a good demonstrator and lecturer. A pleasant personality well respected by his staff." (G/C R.C. Davis, AFHQ/DFS, 8 October 1955).

"Wing Commander Milne is doing a workmanlike job as Staff Officer, Plans. He is a quiet individual, competent and generally makes a favourable impression. He has had long experience in the Air Force, and this is reflected in the manner in which he tackles any assignment. Above all, he is a hard worker with a highly developed sense of loyalty and service to the RCAF. Although Milne does not impress one as the forceful, hard driving type of leader, he is recommended without reservation for normal promotion to Group Captain." (Group Captain J.B. Millward, Air Member Canadian Joint Staff, Washington, 12 July 1956).

"Wing Commander Milne continues to carry out his responsibilities as Assistant Chief of Staff for Operations in a very competent manner. In this capacity he is in charge of the operations of ships, Maritime Patrol and shore-based carrier aircraft which have been assigned to the Maritime Commander Atlantic. In addition, he serves as a senior watchkeeper in the Operations Room during large scale operations and ASW exercises. This officer has a sound knowledge of all aspects of Maritime operations which has been built up over the many years he has been associated with Maritime matters. This background was put to good use very recently when he was the project officer in charge of the complete renovation and reorganisation of the MHQ Operational Control Centre. Although due to retire within the next year he has not, in any way, let this prospect reflect in his work. However, in his spare time he has been taking a Business Management Course at one of the local universities. His personal qualities leave nothing to be desired and he and his wife are popular members of the Mess and of their local community." (G/C J.E. Creeper, Maritime Command Atlantic Headquarters, 20 February 1964)

FURTHER NOTE: RCAF file 821-4-47 "McKee Trans-Canada Trophy - Nominations and Presentation - 1947 Competition", National Archives of Canada RG.24 Volume 17796, has recommendation for the McKee Trophy drafted 3 April 1948 by Air Commodore L.E. Wray, Air

Officer Commanding, Transport Command, and transcribed here for the historical record.

Squadron Leader R.F. Milne is strongly recommended for the consideration of the Selection Committee for the award of the McKee Trans-Canada Trophy for Aviation.

It is considered that Squadron Leader Milne fills the conditions of the award exceptionally well. In addition to his exceptional contribution to Canadian Aviation during 1947, attention is directed to his consistently outstanding record of conspicuous service for the past several years.

Specific information covering the recommendation of the award is as follows:

- (a) Squadron Leader Milne is a Canadian citizen and is a present a Squadron Leader in the RCAF serving as Officer Commanding No.414 Photographic Squadron in RCAF Air Transport Command.
- (b) Squadron Leader Milne is a pilot of outstanding calibre. He enlisted in the RCAF as a mechanic in 1935. As one of the most outstanding and promising young airmen in the service he was specially chosen to train as a pilot in 1937 and won his wings with honour. As a Sergeant pilot and later as an officer he has been almost continually on flying duties since that time on both Canadian coasts, overseas and in the North. To date he has flown 3,000 hours. Much of his time in the past two years has been taken up with the administration duties of his position; nevertheless, he has found time to devote much of his energy to carrying out frequent flying commitments both in an experimental and operational capacity. Squadron Leader Milne has shown marked ability to organise effectively and his keen devotion to duty and studious endeavour has resulted in a high standard of efficiency in the photographic operations of his squadron.
- (c) The particular recommendation on behalf of the nominee is made on the strength of his continuous performance in the field of outstanding endeavour rather than on the basis of any one accomplishment. In 1947 he flew a total of 495 hours on photographic operations that covered territory from Goose Bay in the East to Vancouver in the West, and from Yellowknife and Churchill in the north to California in the South. During the winter, when the squadron re-equipped with new aircraft, it required firm determination and inspired leadership to press through successfully the work on the aircraft, and the training of both air and ground crews in time to carry out the 1947 summer operations. These operations are recognized to be of vital importance in the advancement of Canadian Aviation through the essential nature of their contribution to the mapping and surveying of the vast unknown areas. In addition to the

excellent example which Squadron Leader Milne has shown in the efficient operation of his unit, this officer's personal example and ability has instilled an enthusiasm and respect in everyone under his command.

- (d) Squadron Leader Milne is considered to have contributed generously to the extension of the operation of aircraft into the new fields of photographic survey, both by his own active participation in flights into the far North, and in directing and carrying out the organization of widespread photographic operations into Canada's hitherto unmapped Arctic regions.

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MILNER, F/L Allan Ralph (J12764) - **Croix de Guerre with Bronze Star (France)** - No.429 Squadron - Awarded as per **Canada Gazette** dated 20 September 1947 and AFRO 485/47 dated 12 September 1947. Born 11 September 1921. Home in Vancouver. Enlisted in Vancouver, 18 August 1941. To No.3 Manning Depot, 8 September 1941. To Station Calgary, 10 October 1941. To No.4 ITS, 10 November 1941. Graduated and promoted LAC, 2 January 1942; to No.18 EFTS that date; to No.15 SFTS, 28 March 1942; graduated and commissioned, 17 July 1942. To No.2 Flying Instructor School, 14 August 1942. To No.11 SFTS, 10 October 1942. Promoted Flying Officer, 17 January 1943. To No.19 EFTS, 7 February 1943. To No.10 SFTS, 30 June 1943. To "Y" Depot, 23 September 1943. Taken on strength of No.3 PRC, 10 October 1943. Promoted Flight Lieutenant, 17 July 1944. Repatriated 7 July 1945. To No.3 Repair Depot, 20 July 1945. To No.8 Release Centre, 20 September 1945. Retired 18 October 1945. RCAF photo PL-26897 (ex UK-8376 dated 29 February 1944) shows him but caption describes him as "a newcomer to the RCAF Night Intruder Squadron." External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Flight Lieutenant Milner was an outstanding captain of heavy bomber aircraft operating from 6 Group, Bomber Command. He participated in many special missions against German installations in France requiring a high degree of skill and daring.

The website "Lost Bombers" describes his going missing in January 1945. Halifax NR173 of No.429 Squadron (AL-D) engaged in mining operations, 12/13 January 1945. Airborne at 1718 hours, 12 January 1945 from Leeming to lay mines off Flensburg. Two radio messages were received from this aircraft, the first at 2131 stating that the crew were preparing to abandon. Four minutes later a second message gave their position as 5520N 0858E. Crew were F/L A.R.Milner, RCAF (inured). Sergeant K.Turner (injured), F/O H.K.Frair, RCAF (injured), F/O R.H.Barnes, RCAF (injured), WO1 H.L.Johnson, RCAF (injured), Flight Sergeant O.H.Sulek, RCAF (injured), Flight Sergeant J.G.Small, RCAF (injured). These personnel were confined to hospital until liberation and had no POW numbers assigned.

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interview of 12 May 1945. He stated he had flown 23 sorties as pilot.

Set course from English coast over Scarborough at 3,000 feet over 10/10 cloud. At Danish coast climbed quickly to 15,000 feet. No moon, complete darkness, 10/10 cloud at 2,000 feet. Cruising at 15,000 feet half way across Denmark on heading 090 degrees True. Fighter attacked from dead astern and level. No previous warning til hit by cannon and machine gun, entered a corkscrew manoeuvre. Rear gunner observed strikes when returning fire and fighter broke away. Aircraft nose heavy and no rudder control. Mission abandoned due to damage of mine-dropping equipment. Returning to England on heading of 290 degrees. Two more corkscrew maneuvers owing to warnings given from rear gunner and mines were jettisoned. Gradually losing height due to loss of power on starboard outer engine and flaps had dropped to full flap. Engineer reported tanks drained and engines damaged. Navigator said we could not reach coast so turned to heading 060 degrees for Sweden. Navigational equipment unserviceable so broke cloud on D.R. but presumed over Baltic. Circled, saw land and abandoned aircraft. Starboard outer engine temperature (cylinder) at 300 degrees and starboard inner glowing brightly but no damage recorded by instruments. Landed easily in field.

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MILSOM, F/L John McNab (J11571) - **Mention in Despatches** - No.248 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 25 November 1920. Home in Meadowvale, Ontario; enlisted in Toronto, 3 July 1941. To No.1 Manning Depot, 22 July 1941. To No.1 BGS, 8 August 1941. To No.1 ITS, 13 September 1941; graduated and promoted LAC, 7 November 1941 when posted to No.15 EFTS; graduated 2 January 1942 and posted next day to No.10 SFTS; graduated and commissioned 8 May 1942. To No.31 GRS, 22 May 1942. To No.31 OTU, 31 July 1942. To "Y" Depot, 7 November 1942. Promoted Flying Officer, 8 November 1942. To RAF overseas, 21 November 1942. Promoted Flight Lieutenant, 8 May 1944. Repatriated 2 August 1945. Retired 20 September 1945.

The following is from <http://www.thememoryproject.com/stories/3402:john-mcnab-milsom> (The Memory Project):

My best friend and I both wanted to fly. We were both set on getting the first opportunity, which was WWII.

I had a delightful flight, I remember, at 8,000 feet, clear blue sky, across the Bay of Biscay, not knowing any better, and landed in Gibraltar after one of the longer flights of over eight hours in a Hudson aircraft. Gibraltar was a military rock; it was riddled with the Canadian rock miners who worked inside. Gasoline was a huge [tunnel] and rock miners and others would take five gallon cans of gasoline and pour [into this] 24 hours a day because from a five gallon can to say, fill it up with six hundred gallons, the security was very tight of course. The ability to fly on a cross-wind day took a lot of skill. Wind, either from the East or the West was fine, but if you have a rock there and the wind comes over, it's very exciting. And the first thing we were ever told was that if you can't go around, land straight ahead or forget it, don't try to fly, go around from the approach, because the turbulence was so great that it would toss your airplane in. The targets in the Mediterranean were primarily anti-shipping, anti-submarine. We did not see any troop ships from the Germans [or] the enemy-Italians. So I did a tour in – that was considered North Africa – because it was the entrance to the Mediterranean, which was, if you look at any history books of shipping, you see the enormous amount of ships that were sunk and damaged or otherwise put out of action in the area to the East and the West of Gibraltar itself. So I did a tour of operations, which was looking for submarines [and] depth-charging them. The activity in the Mediterranean took us into North Africa, Sidi-Bel-Abbes, which was the headquarters of the French foreign legion for training. They were a tough bunch of guys in there.

The work in Banff was primarily anti-shipping, and that included on water. And I think the first trip I ever had, there was seven German troop ships sunk. People did not realize that the Germans had more troops in Norway than they had in Italy. And they were desperate to get them back down into Europe to work for them. So, it was a very active scene from the German point-of-view to get out of Norway, and for us to keep them from getting back. They also hid their best ships in the deep fjords of Norway. The [Scharnhorst and the Gneisenau*] I think at one time or another were tucked into the Norwegian fjords. One of our tasks was to see what was in a fjord and either encourage it to come out or to do something that they would come out and then the British Navy would move them into wherever they were supposed to go with their armament.”

We had three squadrons on the station – two were British and one was all Norwegian. And these were Norwegian officers who'd escaped by [us] going all the way around the world to get there. And they were tough guys, and they used to lead us into the very difficult targets, where they'd knew the countryside. The

other Canadian squadron was 248 and 233.

Missions consisted of single flights going into the Norwegian fjords to see what was there, and taking pictures, etc. and then get home fast.

I had a wing camera, and when the cannon started to fire, the camera started.

It was pretty dangerous; we were losing 15% of our aircraft.

I remember, one record here, we were jumped in the Norwegian fjords, or over the Norwegian fjords, by 35 Focke Wulf 190s. They spotted it, we were coming in, and we lost two or three aircraft.

Porsgrunn Harbour, flack, three thousand [ton] ship was hit, and we lost a Mossy. That means two guys are gone with it.”

The war ended when I had completed seventeen trips and a tour on that particular type of aircraft and that particular job was only twenty trips, as compared to Bomber Command which was thirty trips. So looking back on it, the smartest thing that ever happened to me was the end of the war at seventeen because the chance of coming back were still pretty slim.

The Mosquito was the fastest propeller-driven aircraft of all the armies during WWII.

The crew on our Mosquito was a [GR (General Reconnaissance) pilot] usually pilots with a fair amount of experience, and a wireless operator, navigator. We really didn't do much navigation, other than to find base, and it was pretty easy to find it going home. The difficulty was to know the map-reading, so that you knew which fjord you were headed for.

We never flew night-flights actively in daylight – I'm sorry, in darkness. We, on one occasion, decided to try a night-formation, which means a very early take-off, and unfortunately, in the take-off, one of the aircraft taking off struck the aircraft taxiing across the end of the runway, and that was the end of that pilot.

The interesting thing about our trips were that in order to get into the Norwegian coast, safely, under the radar, our approach was at 35 ft.

A normal takeoff in formation would be three aircraft, just wheels off, three

aircraft, half-way down the runway and the third turning on." The Mosquito was the ultimate. To be on a Mosquito was the cat's meow.

The week after war was ended I escorted the King of Norway back to his fighter aircraft to Norway ... and shortly after that, Judith and I decided we would get married.

* The Gneisenau was heavily damaged by bombers in Feb 42 before it could join the Scharnhorst in Norway, it's possible Mr. Milsom meant the Tirpitz

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MILTON, F/O Douglas (J36372) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 5 September 1921 at Regina, Saskatchewan; home there (warehouseman); enlisted there 3 August 1942. To No.2 Manning Depot, 16 November 1942. To No.2 ITS, 23 January 1943; graduated and promoted LAC, 3 April 1943 when posted to No.15 EFTS; ceased training and posted to No.3 Manning Depot, 21 April 1943; to No.7 AOS, 15 May 1943; graduated and commissioned, 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PR, 21 November 1943. Promoted Flying Officer, 1 April 1944. Repatriated 14 April 1945. Retired 29 May 1945. Medal presented in Vancouver, 22 October 1949. RCAF photo PL-41565 (ex UK-18044 dated 10 January 1945) shows three members of No.77 Squadron recently screened from operations - F/L Bill Walker (pilot, Regina, formerly chief announcer on Regina radio station), P/O John Cardiff (wireless operator, Govan, Saskatchewan) and F/O Doug Milton (navigator, Regina). 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 8 March 1945 when he had flown 36 sorties (206 hours ten minutes), 24 August 1944 to 7 March 1945.

24 August 1944 - Brest (5.25)
25 August 1944 - Chapelle Notre Dame (3.40)
30 August 1944 - GARDENING, Ile de Re (6.45)
11 September 1944 - Nordstern (4.35)
12 September 1944 - Munster (4.25)
15 September 1944 - Kiel (5.15)
20 September 1944 - Calais (3.55)
6 October 1944 - Gladbach (4.40)
7 October 1944 - Cleve (4.30)
9 October 1944 - Bochum (5.35)
14 October 1944 - Duisburg (3.00)
28 October 1944 - Walcheren (3.25)

30 October 1944 - Cologne (5.35)
31 October 1944 - Cologne (5.10)
2 November 1944 - Dusseldorf (5.25)
6 November 1944 - Gelsenkirchen (4.50)
21 November 1944 - Sterkrade (6.30)
5 December 1944 - Soest (6.45)
6 December 1944 - Osnabruck (6.15)
12 December 1944 - Essen (5.20)
21 December 1944 - GARDENING, Kattegat (5.55)
24 December 1944 - Mulheim (5.00)
14 January 1945 - Dulmen (6.45)
16 January 1945 - GARDENING, Kattegat (6.50)
22 January 1945 - Gelsenkirchen (5.55)
28 January 1945 - Stuttgart (6.50)
13 February 1945 - Bohlen (8.35)
14 February 1945 - GARDENING, Baltic (6.20)
20 February 1945 - Reisholz (7.35)
23 February 1945 - Essen (5.45)
24 February 1945 - Kamen (6.20)
27 February 1945 - Mainz (6.35)
2 March 1945 - Cologne (6.05)
3 March 1945 - Kamen (6.25)
5 March 1945 - Chemnitz (8.35)
7 March 1945 - GARDENING, Kiel Bay (5.40)

This officer navigator has now completed his first tour of operations, having carried out 36 sorties.

His consistently high standard of navigation has enabled his crew to obtain the maximum number of successful sorties and the crew's splendid photographic records give ample proof that his timing on targets has been excellent. He has displayed fortitude and calmness during a tour which was by no means free from incident, and his dependability under all circumstances has been most noteworthy.

In recognition of a tour well carried out, pervaded by a fine operational spirit, Flying Officer Milton is strongly recommended for the award of the Distinguished Flying Cross.

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MIMS, P/O Clarence Lewis (J85121) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. American in the RCAF; born 29 August 1922 in Alexandria, Louisiana; educated and home in Houston, Texas (delivery manager, baggage agent); enlisted in Windsor, Ontario, 25 July 1941 and posted to No.1 Manning Depot, Toronto that day. To No.4 BGS, Fingal, 9 August 1941. To No.1 ITS, Toronto, 10 October 1941; graduated and promoted LAC, 6 December 1941 when posted to No.9 EFTS, St. Catharines; may have graduated 13 February 1942 but not posted to No.6 SFTS, Dunnville until 23 February 1942. Graduated and promoted Sergeant, 19 June 1942. To No.8 AOS, Ancienne Lorette, 9 July 1942. Granted Leave Without Pay while staff pilot. Promoted Flight Sergeant, 19 December 1942. To "Y" Depot, 9 June 1943. Promoted WO2, 19 June 1943. Embarked from New York, 30 June 1943. Disembarked in Britain, 7 July 1943. To No.81 OTU, 20 July 1943 (Whitley V aircraft, 77 hours 40 minutes). To No.1662 Conversion Unit, 19 October 1943 (Halifax and Lancaster, 37 hours 55 minutes). To No.625 Squadron, 31 January 1944 (217 hours five minutes). Commissioned 28 February 1944. To No.1666 Conversion Unit, 21 July 1944 (Halifax, 16 hours). To No.1659 Conversion Unit, 19 July 1944 (Halifax III, 65 hours 35 minutes). Promoted Flying Officer, 28 July 1944. Embarked for Canada, 26 November 1944. To Western Air Command, 15 January 1945. Resigned commission, 17 May 1945 in transfer to American forces. Died in Houston, 16 April 1996.

This officer has completed numerous operational sorties, many of them against heavily defended targets in enemy territory. His determination to reach and bomb his objective has always been evident throughout his career. On one occasion in May 1944 his aircraft was attacked by an enemy fighter after bombing the target and one engine was set on fire. By skillful co-operation with his gunners Pilot Officer Mims manoeuvred the aircraft so that their fire damaged the fighter which was seen diving out of control. He then flew his damaged aircraft safely back to base, making a successful landing on three engines. He has always shown the utmost courage and devotion to duty.

Notes: Assessed 5 June 1943 - "This man somewhat irresponsible at times but with more service experience should be considered for commissioned rank." (W/C George W. Jacobs, No.8 AOS).

Assessed 5 September 1944 - "This officer is a capable, hard working instructor who handles aircrew under training very well." (W/C H.R.F. Dyer, No.1659 Heavy Conversion Unit).

On Repatriation Form dated 1 November 1944 he stated he had flown 31 sorties (192 hours 20 minutes) plus 65.35 training hours and 156.20 non-operational hours.

Application for Operational Wing dated 8 January 1945 states he completed 31 sorties (192 hours 15 minutes), 14 February to 4 July 1944.

As of 8 March 1945 his flying was summarized as follows - SINGLE ENGINE - day dual, 98.15; day solo, 108.15; night dual, 5.40; night solo, 10.00. MULTI-ENGINE - 40.00 day dual, 358.00 day solo, 11.20 night dual, 495.35 night solo.

Training: Interviewed in Windsor, 21 July 1941. "An average type. Courteous, appears straight forward and intelligent. Boyish type; very keen; may be excitable. Pleasant, fair appearance; with serious training should be satisfactory. Good material."

Attended No.1 ITS, 10 October to 6 December 1941. Courses in Mathematics (108/150), Armament, practical and oral (66/100), Signals (150/150), Drill (85/100), Law and Discipline (91/100), Aircraft Recognition (86/100) and Hygiene and Theory of Flight. Placed 30th in a class of 61. "A bright and cheerful airman - calm and cool. Willing and cooperative. Conscientious and energetic. Is aggressive and has employed himself diligently with his studies. Is endowed with a keen sense of responsibility"

Attended No.9 EFTS, 8 December 1941 to 13 February 1942. Finch II aircraft - 35 hours 45 minutes dual, 35.50 solo; was 11.10 on instruments. Logged twelve hours in Link. "Over confident erratic pilot who must check airmanship. General flying rough but instrument flying indicates student has ability to smooth out and steady down." (J. Cockham, Chief Flying Instructor). Ground courses in Airmanship (124/200), Airframes (54/100), Engines (61/100), Signals, practical (95/100), Theory of Flight (56/100), Air Navigation (120/200) and Armament, oral (144/200 on supplemental). Placed 27th in a class of 30. "Link result (59 percent) - will require more diligent application in both ground school and flying training to become suitable service pilot, although attitude towards service satisfactory."

Attended No.6 SFTS, 2 March to 19 June 1942. Harvard aircraft - flew 62.35 day dual, 72.25 day solo, 5.40 night dual, 10.20 night solo. Was 23.20 on instruments, Logged 20 hours in Link. "Average ability in clear hood, instrument and navigation. Does not look around sufficiently and is careless at times. Should be watched. Link Trainer 70 percent." (F/L W.F. Poag). Courses in Airmanship and Maintenance (105/200), Armament, written (66/100), Armament, practical (705/100), Navigation and Meteorology (118/200), Signals, written (28/50) and Signals, practical (100/100). Placed 48th in a class of 48. "This airman was just average in all his work at this unit. Is not outstanding in any way." Preferred to go on fighters.

Attended No.81 OTU, 20 July to 24 September 1943. Whitley V aircraft - 6.05 day dual to first day solo, 7.15 total day dual, 32.30 day solo; 5.00 night dual to first night solo (total night dual), 32.55 night solo. Was 2.00 in formation, 19.05 on instruments and logged 15.00 in Link. Flying tests in General Flying (250/400), Applied Flying (130/200), Instrument Flying (175/250), Night

Flying (70/100) and Link (28/50). Ground examinations in Airmanship (188/300), Armament (204/300), Navigation (138/200) and Signals (66/100). "An above average pilot whose flying has been of a high standard. He is keen and is an excellent captain. Strongly recommended for a commission." (S/L Douglas E. Street, 22 October 1943).

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MINARD, S/L Guy McRae (C2114) - **Member, Order of the British Empire** - No.8 SFTS - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born 19 December 1906 in Ottawa; educated at Lisgar Collegiate and Queens University (B.Sc. in Chemical Engineering, 1928). Started work at the Spruce Falls Power and Paper Company in Kapuskasing. A few months later, he received his first promotion, to chemist, and by 1930 he was the mill's technical director. Enlisted in Ottawa, 4 June 1940 in Engineer Branch. As of 21 November 1941 he was Flight Lieutenant, No.8 SFTS. To No.1 Officer School, 9 February 1942. To No.8 SFTS again, date uncertain. Promoted Squadron Leader, 1 November 1942. To No.2 Training Command, 28 August 1943. Promoted Wing Commander, 15 November 1943. To AFHQ, 14 July 1944. In 1944, he was assigned to the Canadian air liaison mission to Southeast Asia, flying to India and Burma with the rank of Wing Commander. Retired 8 March 1945. Returned to the Spruce Falls mill as the assistant managing director and by 1948 had been promoted to managing director. He was named vice president for Kimberly-Clark's operations in Canada in 1951, senior vice president in 1961 and president of Spruce Falls Power and Paper and Canadian Kimberly-Clark operations in 1962. When he was named executive vice president of the Kimberly-Clark Corporation in 1964, he moved to the company's headquarters in Neenah. In 1967 he became the first non-Kimberly family member to head the Kimberly-Clark organization, when he was named its sixth president. A year later, replacing John R. Kimberly, he was also given the title of chief executive officer of the company. In 1970, he also became chairman. Retired in 1972, living in Aiken, S.C. Died in Toronto, August 1985 (reported in New York Times of 15 August 1985).

Medal presented 20 March 1944.

The service of this officer as Chief Technical Officer at this unit covered the period when the station changed from Anson Is to Harvard IIs and thence to Anson IIs. During this period Squadron Leader Minard displayed exceptional professional ability, outstanding leadership and resourcefulness in maintaining, under extremely difficult conditions, a constant supply of aircraft. He has, by his exemplary conduct and devotion to duty, gained the respect and confidence of all personnel serving under him and has been a splendid example to other officers. His efficiency and success in the maintenance of aircraft are exceptional.

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MIMEAULT, FS Joseph Maurice Edgar (Can 7642) - **Mention in Despatches** - No.9426 Servicing Echelon (No.6 Group) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 5 May 1918. Home in St.Isidore, Quebec; enlisted in Quebec City, 23 May 1939 as Aero Engine Mechanic. To No.8 (BR) Squadron, 28 August 1939. Promoted LAC, 29 February 1940. Promoted Corporal, 18 October 1940. To No.1 BGS, 27 February 1941. To No.5 BGS, 13 May 1941. Promoted Sergeant, 1 October 1941. To "Y" Depot, 1 September 1942. To RAF overseas, 24 September 1942. Promoted Flight Sergeant, 1 January 1943. Repatriated 17 June 1945. Retired 2 October 1945. No citation in AFRO, which give unit only as "Overseas". DHist file 181.009 D.1658, "RCAF Linton-on-Ouse, Honours and Awards" (PAC RG.24 Vol.20605) says he was involved in design of rig to flush oil coolers on Hercules XVI engines. Bomber Command Inventions Award tribunal applauded his initiative and awarded him £ 2 10s (same praise and sum to R133077 LAC C.B. Robertson, who was not further honoured). DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 29 January 1944 which identifies unit and provides following from CO, Linton-on-Ouse:

This Non-Commissioned Officer has been in the R. and I. [Repair and Inspection ?] Squadron on this unit since 18th June 1943 and has at all times shown outstanding ability, energy and enthusiasm in the carrying out of his duties. For some months now he has, through force of circumstances, been the only Flight Sergeant in R. and I. Squadron and has accordingly been called upon to work long and arduous hours as well as assuming full responsibility for the technical supervision of this most important section. Flight Sergeant Mineault has done this without hesitation; in fact many times he has supervised both the day and night shifts in the hangar during busy periods, thus going without rest for 36 to 48 hours at a time and has refused to take any rest until actually ordered to do so. It is felt that such outstanding devotion to duty and enthusiasm is most deserving of recognition...

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MINHINNICK, F/L Stuart Harry (J26761) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 12 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 22 September 1913 in Esterhazy, Saskatchewan; attended elementary school and high school there. Enrolled as a Provisional Pilot Officer with No.20 (Bomber) Squadron, Regina, May 1937. Transferred 5 August 1937 to No.110 (City of Toronto) Squadron. Resigned commission 1 September 1938. Appears to have logged 30 hours solo and 22 hours dual with Auxiliary units. Regional manager for Coca-Cola, Toronto area, 1937-1940 and Montreal area, 1940. Enlisted in London, Ontario, 16 March 1942. To No.1 Manning Depot, 19 April 1942. To

No.4 Manning Depot, 10 June 1942. To No.5 Manning Depot, 24 July 1942. To No.5 ITS, 29 August 1942; graduated and promoted LAC, 24 October 1942 but not posted to No.20 EFTS until 5 December 1942; graduated 5 February 1943 and posted next day to No.16 SFTS; graduated and commissioned 28 May 1943. To "Y" Depot, 11 June 1943. Embarked from New York, 8 October 1943 (taken on strength of No.3 PRC that date). Disembarked in Britain, 16 October 1943. To No.11 (Pilots) AFU, 16 November 1943. Promoted Flying Officer, 28 November 1943. Attached to No.1536 Beam Approach Training Flight, 11-17 January 1944. To No.22 OTU, 7 March 1944. To No.61 Base, 27 May 1944. Attached to No.1664 Conversion Unit, 27 May to 25 June 1944. To No.408 Squadron, 25 June 1944. Promoted Acting Flight Lieutenant, 31 July 1944. To No.432 Squadron, 30 November 1944. Promoted Acting Squadron Leader, 9 January 1945. Repatriated 31 March 1945. To No.3 Repair Depot, 12 April 1945. Retired 24 August 1945. Died in Victoria, 24 July 1979 as per British Columbia Vital Statistics. Medal delivered by hand, 7 August 1949. Photo PL-35896 is a portrait.

One night in September 1944, Flight Lieutenant Minhinnick captained an aircraft detailed to attack Volkel airfield. When crossing the enemy coast the aircraft was damaged by anti-aircraft fire. Although one engine was put out of action, Flight Lieutenant Minhinnick continued to the target and executed a most determined attack. He set a fine example of devotion to duty. Flight Lieutenant Minhinnick has completed many sorties against well defended targets and has invariably displayed a high degree of courage and resolution.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has recommendation raised by W/C J.F. Easton, 6 November 1944 when he had completed 26 sorties (118 hours five minutes):

On the night of September 3rd, 1944, Flight Lieutenant Minhinnick and crew were detailed to attack Volkel airfield. His aircraft was severely damaged by flak at the enemy's coast and one engine put out of action. Despite this he, disregarding all personal safety, pressed on for eighty miles to the target which was bombed successfully, and brought his aircraft back to base with another aiming point photograph.

More recently against targets requiring extreme bombing accuracy, he has pressed home his attacks and brought back aiming point photographs, He has operated over many heavily defended such as Essen, Kiel, Wesselling and Sterkrade.

He has been on the squadron since July and has proved to be an exceptionally keen operational pilot, and at present is a Deputy Flight Commander. I therefore

recommend him for the Immediate Distinguished Flying Cross.

Notes: Repatriation form dated 27 February 1945 stated he had flown 31 sorties (156 hours 25 minutes) with Nos.408 and 432 Squadrons; also 240 hours 25 minutes non-operational. Last sortie was 28 January 1945. Types flown overseas were Oxford (78.20), Wellington (87.40), Lancaster II (88.45), Halifax II and V (40.15) and Halifax VII (111.50).

Assessed 9 February 1945 by W/C R.A. McLernon - "This officer is an exceedingly capable and zealous leader with much business experience. He is a very strong personality of dominating appearance. With more experience in his present duties he should make an extremely good squadron commander."

Application for Operational Wing dated 12 March 1945 stated he had flown 31 sorties (156 hours 25 minutes) with Nos.408 and 432 Squadrons.

Training: Attended No.5 ITS, 31 August to 24 October 1942. Courses in Mathematics, LDAO (whatever that is), Navigation, Airmanship, Anti-Gas, Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 707 points of a possible 1,000. Placed 58th in a class of 106. "This man was elected class senior, is of excellent appearance, has definitely the ability of leadership, occupied executive position in civilian life. Mature, conscientious, keen."

Attended No.20 EFTS, 7 December 1942 to 5 February 1943. Tiger Moth aircraft - 8.05 dual to first solo, 29.45 total day dual, 30.00 day solo, 3.30 night dual, 30 minutes night solo. Logged 10.10 on instruments and eleven hours in Link. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition and Signals (practical). Scored 428 points of a possible 700. Placed 30th in a class of 31. "Instruments need watching."

Attended No.16 SFTS, 8 February to 28 May 1943. Anson aircraft - 6.35 dual to first solo, 75.35 total day dual, 56.30 day solo, 11.00 night dual, 6.20 night solo. Was 12.30 in formation, 26.15 on instruments. Logged 27.45 in Link. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Signals (written and practical) and Meteorology. Scored 505 points of a possible 750. Placed 44th in a class of 45. "Average pilot - shows common sense. Fairly mature. Somewhat slow to grasp new ideas, Can be definitely depended on to go through. Conduct and deportment good. Recommended for commission."

Attended No.11 (Pilots) AFU, 23 November 1943 to 7 March 1944. Oxford aircraft - 11.55 day dual to first day solo, 28.25 total day dual, 20.20 day solo, 1.10 night dual to first night solo, 7.00 total night dual, 12.30 night solo. Flying tests in General Flying (240/400), Applied Flying (130/200), Instrument Flying (130/250), Night Flying (66/100) and Link (30/50). "A forceful type of officer who shows good qualities of leadership." (W/C G.M. Wyatt).

Attended No.22 OTU, 8 March to 12 May 1944. Wellington aircraft - 5.50 day dual to first day solo, total 6.10 day dual, 7.40 day with a captain, 33.05 as captain by day, 7.50 night dual to first night solo (total night dual), 6.30 night with a captain, 28.25 night as sole captain.. Was 30.35 on instruments. Flying tests in General Flying (180/400), Applied Flying (160/200), Instrument Flying (160/250), Night Flying (60/100) and Link (32/50). Ground courses in Airmanship (237/300), Armament (294/300), Meteorology (85/100) and Navigation (154/200). "This pilot was slow to convert to Wellington aircraft and his general flying was below average. He improved during the latter stages of the course and proved himself an able and competent captain. The crew cooperation was good and should be competent to operate heavy aircraft. Not recommended for PFF."

Attended No.1664 Conversion Unit, 28 May to 23 June 1944. Crew was himself (captain), J36313 P/O J.A. Bleich (navigator), J35776 P/O H.P. Harriman (Bomb Aimer), R182961 Sergeant D.E. Staples (WOP), 1866975 Sergeant K.A. Partridge (RAF Flight Engineer), R184508 Sergeant A.A. Bulbeck (Mid-Upper Gunner, later commissioned and awarded DFC) and J39043 P/O G.F.G. Bowser (Rear Gunner). Crew described as "An average captain with a good average crew". He was described as follows - "Average 5. Has shown much improvement during course, but still a bit erratic. Average captain. Crew cooperation good." (F/L R. Burns).

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MINNIS, P/O Harvey B. (J16658) - **Distinguished Flying Cross** - No.115 Squadron (dead) - Award effective 25 April 1943 as per **London Gazette** dated 20 July 1945 and AFRO 1478/45 dated 21 September 1945. Born 26 October 1919 in Victoria: home there. Worked in his father's drug store. Formerly in 5th Coast Brigade and 13th Field Ambulance. Interviewed on 2 June 1941 at which time the assessing officer wrote, "Good looking and physically vigorous. Ample education, proper manners. Probably lots of guts. Excellent material." Enlisted in Vancouver, 18 June 1941. To No.2 Manning Depot, Brandon on date of enlistment. To No.11 Equipment Depot, Calgary, 8 August 1941. To No.4 ITS, Edmonton, 2 September 1941. Promoted LAC, 3 October 1941. Taken on strength of No.18 EFTS, Boundary Bay, 9 October 1941; course completed 5 December 1941. Taken on strength of No.15 SFTS, Claresholm, 7 December 1941. At SFTS assessed as "Average student. Rather immature. Needs to settle down. No outstanding faults. Above average instrument pilot. Link Trainer, above average." However, sentenced to seven days detention and forfeiture of pay, for "neglect to the prejudice and good air force discipline" and "being a pilot of one of His Majesty's aircraft flying it so low as to be likely to cause unnecessary annoyance to any person," both committed on 9 February 1942. Graduated and promoted Sergeant, 27 March 1942 (placed 25th in a class of 45). To "Y" Depot, Halifax, 29 March 1942. To RAF Trainee Pool, 30 April 1942. Disembarked in Britain, 12 May 1942 and sent to No.3 PRC, Bournemouth. To No.11 (P) AFU, 23 June 1942. Crane and Oxford aircraft). Attended course at No.1821 Beam Approach Training Flight, Stradishall, 12 July to 18

July 1942 and assessed as follows: "Pupil had no trouble at any time during course; very steady and confident on Beam and in cloud flying." To No.14 OTU, 21 July 1942. To No.1657 Conversion Flight (later Unit), 24 October 1942. To No.115 Squadron, 25 October 1942. Aircraft damaged 9 January 1943 during a minelaying mission (Wellington Z1657, no injuries). Commissioned 15 January 1943. Killed in action 27 April 1943 (Lancaster DS609; another in crew was P/O Edward Austin Nixon Foster, DFC). His father subsequently wrote a letter to AFHQ (July 1943) stating in part, "I believe our son had completed his allotted trips and was on an extra or additional duty of his own choice." On 25 August 1945, writing to Colin Gibson (Minister of National Defence for Air) the father thanked the Minister for having bestowed the DFC on Minnis, then wrote, "Harvey kept a very complete diary of his daily activities up until his 27th operational trip. We now have this diary. Only on reading it did we realize the service he was doing and the dangers he was facing on each trip. He was our only son, a grand home boy, and we miss him very much." DFC presented at Government House to next-of-kin, 7 November 1949.

Pilot Officer Minnis has attacked many of the enemy's most heavily defended targets including Hamburg, Duisburg, Berlin and Essen. He has always completed his missions with courage and determination. This officer has set an example of the highest order by his skill and courage which have been a source of inspiration to all.

NOTE: Public Record Office Air 2/8955 has recommendation drafted when he had flown 26 sorties (138 hours 40 minutes). Sortie list and submission as follows:

6 November 1942 - GARDENING (6.30)
20 November 1942 - Turin (8.15)
22 November 1942 - Stuttgart (7.00)
4 December 1942 - GARDENING, Frisians (4.00)
7 December 1942 - GARDENING, La Rochelle (5.50)
9 December 1942 - Turin (8.00)
11 December 1942 - GARDENING, La Rochelle (6.25)
12 December 1942 - GARDENING, Frisians (4.55)
28 December 1942 - GARDENING (4.10)
31 December 1942 - GARDENING, La Rochelle (6.15)
9 January 1943 - GARDENING, Heligoland (4.30)
13 January 1943 - GARDENING, La Rochelle (6.15)
15 January 1943 - Lorient (5.30)
18 January 1943 - GARDENING, Frisians (3.00)
20 January 1943 - GARDENING, Frisians (4.00)
26 January 1943 - Lorient (5.50)

3 February 1943 - Hamburg (5.05)
20 March 1943 - GARDENING, La Rochelle (5.10)
22 March 1943 - St. Nazaire (4.05)
26 March 1943 - Duisburg (3.00)
27 March 1943 - Berlin (6.15)
29 March 1943 - Berlin (3.20)
2 April 1943 - La Rochelle (5.20)
3 April 1943 - Essen (3.00)
14 April 1943 - Stuttgart (6.00)
18 April 1943 - Spezia (7.00)

Pilot Officer Minnis has completed a total of 26 operational sorties in this squadron, 21 of them as captain of aircraft. This officer, by his personal example, skill and courage, has set an example of the highest order, which has been a source of inspiration to all flying crews.

He has attacked many of the more heavily defended targets including Hamburg, Duisburg, Berlin and Essen, and has always carried out his missions with great courage and determination and has shown the greatest keenness to fly on operations.

The website "Lost Bombers" has the following on his last sortie. Lancaster DS609, No.115 Squadron (KO-M), target Duisburg, 26/27 April 1943. DS609 was delivered to No.61 Squadron on 6 January 1943, joining 115 Squadron on 1 March 1943. It took part in the following operations: with No.61 Squadron as QR-R: Berlin, 16/17 January 1943; Berlin, 17/18 January 1943; Dusseldorf, 27/28 January 1943; Hamburg, 30/31 January 1943 (aborted). With 115 Squadron as KO-M: Essen, 3/4 April 1943; Stettin, 20/21 April 1943; Duisburg, 26/27 April 1943 (lost). When lost this aircraft had a total of 64 hours. Airborne at 0108 hours, 27 April 1943 from East Wretham. Crashed in the target area. Full crew were P/O H.B.Minnis, DFC, RCAF (killed); Sergeant L.G.Webster (killed); Sergeant W.C.Snook (killed); Sergeant W.A.Timms, DFM (killed); Sergeant N.Law DFM (killed); Sergeant C.E.Thorne (killed); P/O E.A.N.Foster DFC RCAF (killed).

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MINOGUE, WO James Steel (R69302, later J87071) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. Born in Cumberland, Ontario, 18 July 1916; educated there; farmed for two years, power company laborer for two years; cageman with Hollinger Mines for one year. Home in Ingersoll (miner); enlisted in North Bay, 9 December 1940 for General

Duties and posted to No.2 Manning Depot, Brandon. To No.3 WS, 20 January 1941. Promoted AC1, 9 March 1941. Promoted LAC, 9 June 1941. Promoted Corporal, 1 November 1941. To No.3 BGS, Macdonald, Manitoba on remuster, 4 July 1942; graduated and promoted Sergeant, 25 September 1942. To "Y" Depot, 26 September 1942; embarked for overseas, 27 October 1942. Disembarked in Britain, 5 November 1942. To No.30 OTU, 16 February 1943 (Wellingtons, 91 hours ten minutes). Promoted Flight Sergeant, 25 March 1943. To No.1662 Conversion Unit, 5 May 1943 (Lancasters, 20 hours 45 minutes). Attached to Station Lindholme, 5-10 May 1943. To No.12 Squadron, 11 June 1943 (Lancasters, 141 hours 45 minutes). Promoted WO2, 25 September 1943. To No.156 Squadron, 17 October 1943 (Lancasters, 151 hours 35 minutes), being detached to Pathfinder Force Night Training Unit, 17-25 October 1943 (9.30 at that unit). To Dutton, non-effective, 28 November 1943 following crash. To Station Warboys, 1 December 1943. To No.156 Squadron, 29 December 1943. To No.582 Squadron, 1 April 1944. Commissioned 11 June 1944 (Lancasters, 143 hours 25 minutes). Wounded by flak, right leg and lower back., 17 September 1944, Lancaster PB119, daylight raid on Boulogne. To Station Little Staughton, 17 September 1944 (sick) and treated at No.9 Canadian Convalescent Hospital. To No.582 Squadron again, 2 November 1944. Promoted Flying Officer, 11 December 1944. Repatriated 31 March 1945. Released 10 August 1945. Died in London, Ontario, 1988. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8780 has recommendation dated 20 March 1944 when he had flown 32 sorties (219 hours).

16 June 1943 - Cologne
22 June 1943 - Mulheim
24 June 1943 - Elberfeld
25 June 1943 - Gelsenkirchen
8 July 1943 - Cologne
9 July 1943 - Gelsenkirchen
25 July 1943 - Essen
29 July 1943 - Hamburg
2 August 1943 - Hamburg
7 August 1943 - Genoa
9 August 1943 - Mannheim
15 August 1943 - Milan
17 August 1943 - Peenemunde
23 August 1943 - Berlin
30 August 1943 - Munchen-Gladbach
22 September 1943 - Hanover
29 September 1943 - Bochum
1 October 1943 - Hagen
2 October 1943 - Munich

10 November 1943 - Modane
18 November 1943 - Berlin
23 November 1943 - Berlin
5 January 1944 - Stettin
14 January 1944 - Brunswick
20 January 1944 - Berlin
21 January 1944 - Magdeburg
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

Warrant Officer Minogue has completed 32 operational sorties, fourteen of which have been with the Pathfinder Force against heavily defended targets in Germany and Italy.

This Non-Commissioned Officer is a keen and determined Air Gunner who has always displayed tenacity and great coolness in the face of enemy opposition. He has always shown a marked enthusiasm for operations, and it may be mentioned that he was one of four survivors when his aircraft crashed in this country in November 1943 when returning from Berlin. After he had recovered from his severe injuries he carried on operational flying and elected to continue for the full Pathfinder Force tour. He has always shown a high example in tenacity and devotion to duty and I have no hesitation in recommending him for the award of the Distinguished Flying Cross.

The following from <http://aircrewremembered.com/fordyce-gordon.html> deals with the loss of Lancaster III serial JB293, 23/24 November 1943. Crashed into Manor Farm, Harpley, Norfolk. The crew were R116865 WO2 Gordon William Fordyce (pilot, killed), 1511990 FS George Johnson (flight engineer, killed), Sergeant L.J. Collins, RAFVR (navigator, injured, survived), Sergeant R. Harries, RAFVR (air bomber, injured, survived), 169665 FS Albert Edward Egan, RAFVR (WOP, injured, survived), 754928 Sergeant Ronald Horace Hodges, RAFVR (air gunner, killed) and R69302 FS James Steel Minogue (air gunner, injured, survived). Survivors were helped by a civilian, Reginald Ernest Tipple of King's Lynn (Home Guard Sergeant, Lorry Driver and Special Constable), who rescued an airman trapped in the burning nose and another stuck under the wing. Also helped a third member who had been flung from the plane and the rear gunner trapped in the broken tail. On 13 June 1944 the **London Gazette** reported that Tipple had been awarded the British Empire Medal (Civil Division) with the following citation:

An aircraft crashed, skidded along the ground, struck a house, burst into flames and set fire to the building which was completely destroyed. Tipple, hearing the sound of the crash and seeing the flames, at once ran to the house. He found that the nose of the machine had penetrated into the kitchen and was burning furiously. One of the crew was trapped with his harness and clothing on fire, and was shouting for help. Tipple attempted to open the cabin with his bare hands but it was too hot. He was able to smash a hole with a brick and then dragged out the airman, promptly removed his parachute and gear and, after putting the flames out, wrapped him in a rug. Later, hearing shouting from the other side of the lawn, Tipple found another of the crew with his clothing on fire which he extinguished. Subsequently he rendered first aid to the airman whom he had rescued from the kitchen and who had suffered a broken leg in addition to his other injuries. Tipple showed great gallantry and undoubtedly saved the life of one of the airmen and probably of two.

Minogue's own account of the crash was as follows:

When crossing the English coast on return from War Operations, the pilot reported that we were flying at 2,000 feet and proceeding at same height to base. We were flying through cloud in which only one break appeared. Through that break I saw a car going along a road from which I judged our height as still about 2,000 feet.. We flew into a black cloud in which we were flying for about four minutes when I felt the speed of the aircraft suddenly reduce and the impact of the aircraft hitting the ground instantly.

Notes: On 17 September 1944 he was tail gunner in Lancaster PB119; airborne 1032 hours from Little Staughton for daylight raid on Boulogne. At 1136 hours on run-up to target, height 2,300 feet, a heavy AA shell burst close under the tail, causing much damage to starboard elevator, rear turret and port tail plane. Minogue wounded. Another shell burst under the aircraft at 1137 hours as markers were being released; navigator P/O N.J. Franklin (176759) wounded in leg. Mission completed and aircraft landed at Tangmere; damaged assessed as Category "AC".

Application for Operational Wing dated 20 March 1945 stated he had flown 62 sorties (325 hours), 12 June 1943 to 17 September 1944.

Repatriation form dated 9 December 1944 stated he had flown 61 sorties (325 hours 50 minutes) plus 121.20 normal training and 111 hours miscellaneous training. Of the sorties, 19 were standard bombing and 42 Pathfinder.

Training: Attended No.3 BGS, 6 July to 25 September 1942. Stage I courses were Armament, oral (70/100), Armament, written (235/300), Anti-Gas (82/100), Aircraft Recognition (83/100),

Navigation (50/100), Mathematics, Hygiene and Administration (93/100), Signals (100/100) and Drill (85/100). Stage II involved Fairey Battle aircraft - 18 hours 40 minutes in the air. Exposed three films. Fired 60 skeet rounds, 400 rounds on 25-yard range, 600 rounds on 200-yard range, 710 rounds air-to-ground and 3,000 air-to-air. Turret manipulation (11.20) with Bristol, Fraser Nash and Boulton-Paul turrets. Graded Armament, written (121/150), Practical and Oral (138/200), Aircraft Recognition (79/100). Rated 64/100 in Ability as Firer. Placed 12th in a class of 31.

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MINTER, Corporal Harry Glen (R143231) - **British Empire Medal** - Middleton St. George - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born in Chilliwack, British Columbia, 19 May 1919. Home in Chilliwack, British Columbia where he was a book keeper and assistant city clerk. Served in Second Battalion, Westminster Regiment, 17 July 1940 to 26 November 1941; enlisted in RCAF, Vancouver, 27 November 1941 and posted to No.1 Manning Depot, Toronto. To No.1 Composite Training School, Trenton, 18 January 1942 on classification as Clerk/General. To Station Ucluelet, 22 February 1942. Promoted AC1, 27 February 1942. Promoted LAC, 1 July 1942. To "Y" Depot, Halifax, 17 September 1942. To RAF Depot, Warrington, 17 October 1942, disembarking in Britain on 4 November 1942. To Padgate, 5 November 1942. To No.419 Squadron, 14 November 1942. Promoted Corporal, 1 January 1943. Attached to Station Headquarters, Middleton St. George, 21 July to 13 September 1943 and 15-31 December 1943. Transferred from No.419 Squadron to No.9419 Servicing Echelon, 31 March 1944. Posted to Headquarters, No.64 Base, 16 September 1944. Emplaned from United Kingdom, 4 June 1945; arriving in Yarmouth 5 June 1945. To Eastern Air Command, 30 September 1945. Retired 5 November 1945. Medal presented in Chilliwack, 15 May 1948. Died in Chilliwack, 14 May 1964 as per British Columbia Vital Statistics. AFRO gives "Overseas" as unit. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation dated 23 May 1945 which also identifies unit. Clerk/Administrative, in charge of Maintenance Wing Orderly Room. Recommended as a Leading Aircraftman.

LAC Minter has an outstanding record of unflagging zeal and devotion to duty in the execution of his office. He has been in charge of the Maintenance Wing Orderly Room at this unit for the past two years and has attained a mastery of the vast amount of technical data involved that is unexcelled. His efforts during periods of maximum operational pressure and conversion to new types of aircraft have been superb. On more than one occasion, due to rapid changes of personnel in his department, he has carried virtually the whole burden himself, working day and night to maintain efficiency. Without regard to personal advancement or gain, LAC Minter has devoted himself to his work with a cheerfulness and tenacity of purpose which has been a real inspiration to all

associated with him and a major factor in the high maintenance record of this unit.

Assessment: "This airman has been in complete charge of the Maintenance Wing Orderly Room for the past 16 months. He is exceptionally well qualified in technical clerical duties and is most highly recommended for promotion." (F/O J.A. Collyer, 12 November 1944)

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MINTON, F/L Francis Arthur (C7713) - **Member, Order of the British Empire** - No.127 Wing (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. Home in Sylvan Lake, Alberta. Born 13 July 1905 in London, England; enlisted in RCAF, 19 November 1923 as electrician and repairman and posted to RCAF Station Winnipeg; transferred to new RCAF, 1 April 1924; discharged 30 June 1924. Employed by Winnipeg Board of Trade, 1924-1929 (office work), Sollway Mills, 1929 (clerk), City Dairy Limited, 1929-36 (cashier and bookkeeper), Edmonton City Dairy, 1936-41 (purchasing agent). Served in 19th Alberta Dragoons, 11 July 1940 to 3 October 1941. Enlisted in Edmonton, 4 October 1941 and commissioned; promoted Flying Officer, 1 November 1941; promoted Flight Lieutenant, 1 May 1943. Station Trenton, 4 October to 2 November 1941; No.3 Manning Depot, Edmonton, 3 November 1941 to 6 October 1942 when posted overseas; arrived at No.3 Personnel Reception Centre, Bournemouth, 25 October 1942; to No.421 Squadron, 10 December 1942; to No.126 Airfield, 9 April 1942; to No.127 Airfield, 14 July 1943; to No.39 Unit, 28 July 1943; to No.128 Airfield, 21 September 1943; to No.144 Airfield, 7 February 1944; to No.416 Squadron, 22 July 1944; to No.127 Wing, 3 January 1945; repatriated to Canada, 8 August 1945; released in Edmonton, 4 October 1945. Medal presented 17 January 1948. Died in Winnipeg, 7 July 1973.

His overseas postings were in the Intelligence role, and while no specific recommendation for his award can be found, the following assessments by his superiors are relevant:

Very keen on his job. Gets along well with the pilots (W/C J.M. Godfrey, No.128 Airfield, 7 February 1944).

A very hard working and conscientious officer. He puts considerable energy into his work but could do better with a little more organizing ability. Has carried out his duties as Senior Intelligence Officer, No.144 Wing in a satisfactory manner (W/C A.D. Nesbitt, No.144 Wing, 27 July 1944).

A very good officer who has performed his duties as S.I.O. [Senior Intelligence Officer] efficiently and conscientiously. Full of energy, he works hard and sets a good example to those under him (G/C P.S. Turner, No.127 Wing, 28 July 1945)

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MIRABELLI, S/L Joseph Carmel John Baptist (C1575) - **Commended for Valuable Services in the Air** - Central Flying School - Award effective 16 April 1943 as per **London Gazette** of 13 April 1943 and AFRO 1035/43 dated 4 June 1943. Born in Quebec City, 1911. Educated in Ottawa. Enlisted at Ottawa, 30 September 1927; trained as an aero engine mechanic and was a crewman on photo flying duties and on Preventative Coastal Patrols until 1935. In 1936 he was selected for pilot training as an NCO, winning his wings as Camp Borden that year. He was then a pilot on Preventative Operations until May 1938 when he reported to Trenton for an Instructor's Course. He instructed at Trenton and then Camp Borden, and in December 1938 was accorded a "B" Category Instructor Certificate. Commissioned at Camp Borden, 15 November 1939. In December 1939 he received an A.2 Instructor rating and was attached to the staff of the Flying Instructor School at Camp Borden. In January 1940 he was posted to Trenton to help organize the Central Flying School. Promoted Flight Lieutenant, 1 November 1940; awarded A.1 Instructor rating in January 1941 when posted to No.9 SFTS, Summerside as a Squadron Commander assisting in opening that school; promoted Squadron Leader, 1 March 1941. To Trenton, 3 March 1942 (Assistant Chief Flying Instructor). To No.17 SFTS, 8 March 1943. Promoted Wing Commander, 15 April 1943. To AFHQ, 25 July 1944. To No.2 Air Command, 5 January 1945. To No.3 SFTS, 8 January 1945. To "Y" Depot, 6 April 1945. To United Kingdom, 13 April 1945. Repatriated 24 May 1946. Reverted to Squadron Leader, 1 October 1946. Promoted Wing Commander, 19 June 1951. On 12 December 1942, W/C F.C. Carling-Kelly recommended him for an AFC, citing his "excellent flying background and experience.". This appears to have been the basis for the subsequent Commendation. Awarded Queen's Coronation Medal, 23 October 1953 while a Wing Commander, Maritime Air Command. Photo PL-128154 is a portrait taken at Downsview, 1959. Governor General's Records (RG.7 Group 26, Volume 57, File 190-I) has citation.

Squadron Leader Mirabelli has been continuously employed on flying training for five years during which time he has shown marked ability as a Flying Instructor. By his unflinching devotion to duty and enthusiasm he sets an example to all with whom he comes in contact. His total flying time of 2,555 hours, a goodly portion of which was logged since November 1937, covers a period of seven years.

MIRABELLI, W/C Joseph Carmel John Baptist (C1575) - **Air Force Cross** - No.17 SFTS - Award effective 8 June 1944 as per **Canada Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Described as having flown 2,645 hours, 2,395 hours as instructor, 34 hours in past six months. Recommendation submitted by Air Commodore F.S. McGill, OC Station Trenton, when Mirabelli was still on staff of Central Flying School. Medal presented 9 March 1945.

This officer has had a long and distinguished career as a flying instructor. He has at all times displayed a keen and energetic spirit in his work. His exceptional qualities of leadership and his ability as a pilot and instructor have been reflected in the high standard of training achieved by those under his command.

Note: RCAF file RCAF file 976-3, Volume 2, "Search and Rescue, Operations, Aircraft Cases", (Library and Archives Canada RG.24 Volume 18114) has report dated 12 November 1937 respecting a search for a missing boat in the vicinity of Cranberry Island. This was undertaken on 31 October 1937 by Fairchild 636 (F/O R.F. Davenport, 1538 LAC J.G. Pytlik, 2089 AC1 A.E. McKean) and Fairchild 640 (1531 Sergeant J.C. Mirabelli, 1913 LAC C.E. Elliott). The unit was No.5 (Coast Reconnaissance) Squadron. The search that day was inconclusive, and the aircraft returned to Guysboro for the night, encountering snowstorms en route. On 1 November 1937 they resumed the search, flying east from Cranberry Island to a distance 100 miles east of the island. En route back to Canso to refuel, they received a radio message from the RCMP cutter **McDonald** that they were to return to Dartmouth. Total flying time on search had been ten hours 55 minutes.

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MIRON, F/O Wilfred Arthur James (J17883) - **Air Medal and Four 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 21 September 1920. Home in Toronto; enlisted there 20 November 1940. Trained at No.3 BGS (graduated 13 October 1941) and No.2 WS (graduated 14 September 1941). Retired 21 September 1945. Rejoined RCAF, 12 March 1957 (138269); retired 11 February 1971 to Strasbourg, France. 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 ten operational missions, each of less than 2 1/2 hours duration."

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

Same order awards the second Oak Leaf Cluster for "...having participated in five operational missions, each of 2 1/2 hours or more duration."

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

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

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MISKIMAN, F/O Harold Edward (J19625) - **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 23 September 1920 in Broadview, Saskatchewan. Home in Vancouver; enlisted there 29 September 1941. To No.3 Manning Depot, 20 October 1941. To No.36 SFTS (guard), 23 November 1941. To No.4 ITS, 4 January 1942; graduated and promoted LAC, 13 March 1942; posted next day to No.10 EFTS; graduated 22 May 1942 and posted next day to No.4 SFTS; graduated and promoted Sergeant, 11 September 1942. To No.1 GRS, 2 October 1942. To No.111 OTU, 26 December 1942. Promoted Flight Sergeant, 11 March 1943. To RAF overseas, 29 May 1943. Commissioned 12 October 1943. Promoted Flying Officer, 12 April 1944. To No.45 Air Transport Group, 23 August 1944. To United Kingdom, 24 August 1944. Repatriated 21 January 1946. Retired 1 February 1946. RCAF postwar reserve as instructor. His 34-year business career was with the Quaker Oats Company of Canada in sales, marketing and corporate planning in Canada/USA, retiring as President and Vice Chairman of the Board. Served on the Board of Directors for Canadian Curtiss-Wright. At Prime Minister Trudeau's invitation worked on the Executive Exchange Program as President and CEO for the two-year Federal Government Toronto Harbour Front Planning Program. He completed business and marketing studies at Western University London, U of Toronto and Advanced Management at Harvard University Graduate School of Business. After retirement he ran a Management Consulting Business and was national president for the Junior Achievement Program of Canada and provided a management consulting service for clients of the Business Development Bank of Canada BC for 14 years. Certificate sent 10 August 1948. Appointed Officer, Order of Military Merit, 13 December 1982 as Lieutenant-Colonel; invested on 25 May 1983. Died in Victoria, 7 November 2015. Obituary said he had served in West Indies, Iceland, Ireland, Middle East and India. RCAF photo PL-28158 (ex UK-8761 dated 17 March 1944) identifies him as "second pilot of an RAF Liberator which operates from a base in Northern Ireland and goes on sub-hunting expeditions over the North Atlantic."

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MITCHELL, F/O Alfred Duncan (J45535) - **Distinguished Flying Cross** - No.142 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 31 August 1922 in Montreal; home in Outremont (machine shop fitter). Formerly in RCNVR. Enlisted in Montreal, 9 March 1942 and posted to No.5 Manning Depot. To No.6 ITS, 19 July 1942; graduated and promoted LAC, 11 September 1942 but not posted until 10 October 1942 when sent to No.20 EFTS. Ceased training and posted to Trenton, 8 November 1942; to No.1 BGS, 4 December 1942; graduated 6 March 1943 when posted to No.1 AOS; graduated and promoted Sergeant, 16 April 1943; to "Y" Depot, 30 April 1943; to RAF overseas, 26 May 1943. Repatriated 13 September 1943. To No.1 AOS, 30 October 1943. Commissioned 19 May 1944. To No.1 Aircrew Graduate Training School, 2 June 1944. To "Y" Depot, date uncertain. Taken on strength of No.3 PRC, 3 August 1944. Promoted Flying Officer, 19 November 1944. Repatriated again, 5 August 1945. Retired 15 September 1945. Medal presented in Montreal, 25 November 1949. Died at Rawdon, Quebec, 24 October 2004 as per **Legion Magazine** of March 2005. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8750 has recommendation dated 20 April 1945 when he had flown 41 sorties (184 operational hours), 1 December 1944 to 18 April 1945.

1 December 1944 - Karlsruhe
2 December 1944 - Giessen
4 December 1944 - Hagen
6 December 1944 - Berlin
9 December 1944 - Berlin
11 December 1944 - Duisburg
17 December 1944 - Hanau
28 December 1944 - Frankfurt
29 December 1944 - Troisdorf
2 January 1945 - Berlin
5 January 1945 - Berlin
22 January 1945 - Hanover
28 January 1945 - Stuttgart
1 February 1945 - Berlin
2 February 1945 - Magdeburg
3 February 1945 - Wiesbaden
4 February 1945 - Hanover
7 February 1945 - Dusseldorf
13 February 1945 - Magdeburg
14 February 1945 - Duisburg
20 February 1945 - Berlin

21 February 1945 - Berlin
23 February 1945 - Frankfurt
24 February 1945 - Berlin
25 February 1945 - Erfurt
27 February 1945 - Berlin
1 March 1945 - Berlin
13 March 1945 - Berlin
15 March 1945 - Mannheim
17 March 1945 - Berlin
19 March 1945 - Berlin
21 March 1945 - Berlin
22 March 1945 - Berlin
27 March 1945 - Berlin
3 April 1945 - Berlin
4 April 1945 - Lutzkendorf
8 April 1945 - Dessau
11 April 1945 - Berlin
13 April 1945 - Hamburg
14 April 1945 - Berlin
16 April 1945 - Berlin
18 April 1945 - Schleissheim airfield

This navigator has completed 41 operational sorties against German targets, many of which have been heavily defended. His efficiency and determination throughout has been exemplary and he has done his utmost to ensure the success of all operations in which he has participated. The award to this officer of the Distinguished Flying Cross is strongly recommended.

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MITCHELL, F/L Alvin Wesley (C1581) - **Air Force Cross** - No.4 Squadron (Canada) - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Victoria, B.C., 26 December 1912. Educated at Fort William, , 1919 to 1924, Vancouver public schools, 1924-1927 and Vancouver High (Technical), 1927-1930. Home in Vancouver. Enlisted in RCAF, Vancouver, 3 July 1929 as a "Boy" (Rigger) and posted to Station Camp Borden for technical training. Alternated between RCAF courses and Technical Training School in Vancouver until graded in rank of AC2, 26 December 1930. Promoted AC1, 1 December 1931. He was permitted to spend much of his early career on the West Coast where his widowed mother lived. Qualified as Motor Mechanic at Trenton, 2 October 1933. Promoted LAC, 1 May 1934. Promoted Corporal, 1 October 1935. As of October 1936 he was with No.11

Detachment, RCAF, employed as instructor to No.11 (Army Cooperation) Squadron, Sea Island, where duties described as to "instruct and maintain discipline in classes which are composed of Corporals and Acting Sergeants." To Station Trenton, 16 July 1937. Promoted Acting Sergeant, 20 May 1938. Qualified as Sergeant pilot, same date. To Station Ottawa, 12 January 1939. To No.8 (General Purpose) Squadron, North Sydney, 13 January 1939. Promoted Flight Sergeant, 1 April 1939. As of 5 October 1939 he was with No.8 Squadron. Commissioned 15 November 1939. To Trenton, 26 February 1940 for Reconnaissance and Air Navigation course. Returned to No.8 (BR) Squadron, 6 May 1940. To No.5 (BR) Squadron, Dartmouth, 15 May 1940. To Trenton, 27 September 1940 for No.2 Specialist Navigator Course. To No.1 ANS, 6 January 1941. Promoted Flight Lieutenant, 1 March 1941. To Western Air Command, 1 April 1942. To No.4 (BR) Squadron, 13 April 1942. Promoted Squadron Leader, 1 January 1943. To No.9 (BR) Squadron, 23 May 1943. To Western Air Command Headquarters, 16 June 1944. Promoted Wing Commander, 26 October 1945. To Patricia Bay, 28 January 1946. Reverted to Squadron Leader, 1 October 1946. To Northwest Air Command, 3 January 1947. To Station Fort St. John, 6 January 1947. To No.3 LORAN Unit, Dawson Creek, 1 April 1947. To Northwest Air Command, Edmonton, 11 January 1948. Awarded Long Service and Good Conduct Medal, 2 July 1948. To No.123 Search and Rescue Flight, 16 October 1949. To Sea Island, 14 August 1950. Retired 9 February 1951. Rejoined RCAF Primary Reserve, Vancouver, as Personnel/Education Officer, 19 September 1957 (service number 1850), serving with No.1386 Squadron, Royal Canadian Air Cadets. Resigned as of 1 September 1958 but subsequently a civilian instructor with Air Cadets. Died in Comox, British Columbia, 11 September 1980 as per British Columbia Vital Statistics. Medal presented by Governor General, 16 April 1943.

Flight Lieutenant Mitchell is employed as an operational pilot and has flown a total of 801 hours during the past year. He is an excellent pilot and particularly keen officer and good organizer. He takes great interest in improving the efficiency of the squadron both in ground and air training. His enthusiasm for and devotion to duty whilst flying is exceptional.

This was first proposed by G/C A.D. Hull, Senior Air Staff Officer, Western Air Command Headquarters, 8 December 1942. Submission almost identical to above except that read that he had "flown a total of 501 hours during the past year. "

NOTE: DHist file 181.009 D.1753, National Archives of Canada RG.24 Vol.20609 has recommendation for a Mention in Despatches dated 31 May 1943 which casts further light on his career. At the time he was on strength of RCAF Station Ucluelet and specifically singled out as "First pilot, RCAF Canso 9752". He had by then flown 1,673 hours 30 minutes (195 hours 45 minutes since 1 January 1943) including 77 hours 35 minutes of instructional time. He had flown three operational sorties (14 hours 40 minutes) and had participated in 26 flights ferrying the servicing crews of No.14 (F) Squadron to the Aleutians. He was also described as having

flown 225 hours five minutes in the period 1 July 1942 to 31 December 1942, including 51 hours 25 minutes instructing and 124 hours on 13 operational sorties. The text was as follows:

This officer displayed outstanding skill, endurance and devotion to duty during the period February 11th-March 18th, 1943 while acting as first pilot of an aircraft assigned as safety aircraft accompanying a fighter squadron on a flight of approximately 2,600 miles in winter weather conditions which were usually arduous and frequently hazardous. The safe arrival in the Aleutian Islands of all aircraft of the fighter squadron was due in considerable measure to the action of this officer.

Accident: Involved in accident, 2250 hours, 24 July 1942, Canso 9744, No.5 (BR) Squadron, Station Dartmouth. He was captain; crew were J4338 F/O James Clayton Snyder (co-pilot), J10723 P/O Raymons Moore Emmons (navigator), P/O Miles Edgar Sturart (navigator under instruction), R59459 LAC Denton Wilson Alfred Russel (first engineer), R101745 Sergeant Kenneth Gerald Adams (WOP/AG), R62934 Sergeant Peter Fraser Burrows (WOP/AG), R111893 LAC Louis Cyril Landry (second engineer). No injuries. Aircraft returning from patrol; undercarriage collapsed.

Flying Times: A statement of flying times dated 18 July 1946 noted he had flown 316 hours 15 minutes on single engine aircraft and 2,440 hours 40 minutes on multi-engine aircraft. Types flown (ten hours or more) were Fleet, Moth, fairchild 51, Fairchild 71, Vedette, Norseman, Delta, Stranraer, Anson (I, II and V), Canso, Harvard, Expedito, Ventura, Dakota.

Application for Operational Wing submitted 23 July 1944 listed his flying to date as follows:

No.8 (BR) Squadron, Eastern Air Command, Northrop Delta aircraft:

8 September 1939 - patrol (5.50)
12 September 1939 - search (5.10)
14 September 1939 - Patrol (4.40)
15 September 1939 - Patrol (1.35)
16 September 1939 - Patrol (2.20)
18 September 1939 - Search (2.10)
19 September 1939 - Search (4.40)
27 September 1939 - Patrol (5.05)
2 October 1939 - Patrol (2.00)
3 October 1939 - Patrol (5.00)
14 October 1939 - Patrol (5.10)
21 October 1939 - Patrol (4.25)

24 October 1939 - Patrol (4.45)
26 October 1939 - Patrol (5.25)
3 November 1939 - Patrol (55 minutes)
5 November 1939 - Patrol (3.20)
18 November 1939 - Patrol (5.00)
26 November 1939 - Patrol (3.50)
27 November 1939 - Patrol (5.50)
1 December 1939 - Search (3.10)
5 December 1939 - Patrol (4.15)
11 December 1939 - Patrol (55 minutes)

No.5 BR) Squadron - Stranraer aircraft

5 June 1940 - Search (3.35)
8 June 1940 - Patrol (2.45)
11 June 1940 - Patrol (3.25)
14 June 1940 - Patrol (3.45)
22 June 1940 - Patrol (1.35)
23 June 1940 - Patrol (3.20)
25 June 1940 - Patrol (5.45)
5 July 1940 - Patrol (3.25)
13 July 1940 - Patrol (3.10)
25 July 1940 - Patrol (3.10)
31 July 1940 - Patrol (4.05)
1 August 1940 - Patrol (2.35)
4 August 1940 - Patrol (4.15)
12 August 1940 - Patrol (3.30)
13 August 1940 - Patrol (5.25)
13 August 1940 - Patrol (5.20)
15 August 1940 - Patrol (4.25)
16 August 1940 - Patrol (2.00)
17 August 1940 - Patrol (5.45)
1 September 1940 - Patrol (4.15)
2 September 1940 - Patrol (3.25)
5 September 1940 - Patrol (1.50)
6 September 1940 - Patrol (3.55)
10 September 1940 - Patrol (3.20)
18 September 1940 - Patrol (4.20)
19 September 1940 - Patrol (5.25)
20 September 1940 - Patrol (25 minutes)

21 September 1940 - Patrol (3.55)
22 September 1940 - Patrol (5.30)

No.4 (BR) Squadron, Stranraer aircraft, Western Air Command

24 April 1942 - Patrol (3.55)
2 May 1942 - Patrol (5.15)
9 May 1942 - Patrol (6.30)

No.116 (BR) Squadron, Catalina aircraft, Eastern Air Command

2 June 1942 - Patrol (17.15)
17 June 1942 - Patrol (9.50)
24 June 1942 - Patrol (15.10)
27 June 1942 - Patrol (14.50)
30 June 1942 - Patrol (17.45)
2 July 1942 - Patrol (1.05)
8 July 1942 - Patrol (13.00)
11 July 1942 - Patrol (12.10)

No.5 (BR) Squadron, Canso aircraft, Eastern Air Command

14 July 1942 - Patrol (15.50)
16 July 1942 - Patrol (15.30)
22 July 1942 - Patrol (17.45)
24 July 1942 - Patrol (8.45)
27 July 1942 - Patrol (17.05)

No.4 (BR) Squadron, Stranraer aircraft, Western Air Command

15 August 1942 - Patrol (5.25)
25 August 1942 - Patrol (6.25)
15 September 1942 - Search (3.00)
15 September 1942 - Search (1.40)
29 October 1942 - Patrol (5.20)

No.9 (BR) Squadron, Canso and Stranraer aircraft (marked *), Western Air Command

22 June 1943 - Patrol (9.30)
14 July 1943 - Patrol (13.40)

18 August 1943 - Search (6.35)*
19 August 1943 - Patrol (9.10)
26 August 1943 - Search (3.10)
23 October 1943 - Patrol (6.35)
3 November 1943 - Patrol (10.30)
25 November 1943 - Patrol (1.30)
8 December 1943 - Patrol (7.25)
1 January 1944 - Patrol (7.00)
5 February 1944 - Patrol (7.50)
2 March 1944 - Patrol (12.10)
11 April 1944 - Patrol (9.30)
19 April 1944 - Patrol (13.15)
17 May 1944 - Patrol (12.00)
4 June 1944 - Patrol (11.40)

Total to date: 355 hours.

Pilot Training: Those qualifying for flying badge, 30 May 1938 were 1956 Sergeant F.H. Pearce, 1932 Sergeant G.O. Godson, 1942 Sergeant V.A. Margetts, 751 Sergeant R.F. Milne, 1931 Sergeant E.R. Austin, 9505 Sergeant R.H. Morris, 1850 Sergeant A.H. Mitchell, 2010 Sergeant K. Birchall, 1929 Sergeant R. Dobson, 9518 Sergeant C.E. Briese, 309 Sergeant R.R.B. Hoodspith, and 1010 Sergeant J.J. Cotter.

Course at Flying Training School, Trenton was 28 July 1937 to 18 May 1938. Flew Fleet aircraft (10.15 dual to first solo, 44.35 advanced dual, 51.25 solo) and Moth (11.50 advanced dual, 6.40 solo). Also logged time as Observer/Passenger (11.35). Courses and marks were Air Navigation (138/200), Meteorology (34/40), Airmanship (126.4/170), Engines, written (164/200), Engines, practical (269.2/300), Rigging, written (not tested), Rigging, practical (264.7/300), Administration (70.4/100), Organization (38.5/50), Law (75/100), History (17/25), Theory of Flight (26/50), Armament, written (47.4/50), Armament, practical (143/200), Signals, practical (98.9/100, written test not taken) and Drill (75.5/100). Placed seventh in a class of twelve. "Above average pupil pilot. No outstanding faults." Aerobatics average. "Keen and conscientious". (S/L A.H. Hull and F/L J.G. Kerr). Instrument course on Moth (19 hours 45 minutes) where described by S/L Hull as follows: "This pilot flies by instruments with accuracy and confidence. All manoeuvres are uniformly good. Turning onto four different courses his average error before making a correction was six degrees."

Attended Air Navigation and Flying Boat School, Trenton, 1 June to 31 October 1938. Graded 69.25 percent. "A keen and conscientious NCO with good practical and theoretical knowledge of flying and air navigation. (S/L F.J. Mawdesley, 4 November 1938). The course entailed work

in Vedette aircraft (3.55 dual as pilot, 42.00 solo plus 17.05 as navigator, 50.05 as crew, total 113.05), Fleet (1.40 dual, 3.35 solo, 1.30 as navigator, 3.45 as crew, total 10.30), Fairchild 71 (1.40 dual, 11.50 solo, 37.35 as navigator, 7.15 as crew, total 58.20) and Norseman (50 minutes as pilot, 7.40 as navigator). Ground courses in Photography 82 %), Magnetism and Compasses (42 on first test, 79 percent on supplemental), Meteorology and Tides (60 %), Maps, Charts and Instruments (67 %), Sun Position Lines (68 %), Dead Reckoning Navigation (73 %) and Signals (62 %).

Attended Advanced Photographic Course, Ottawa, 16 January to 10 March 1939. Flew in Fairchild 71 (2.25 as pilot, 4.55 as passenger) and Delta (10.10 dual and 8.25 as passenger). Courses in Practical Photography (65/100), Theoretical Photography (68/100), and Mapping Methods (74/100). Passed course though not qualified on Delta aircraft. "Keen, resourceful and capable. Readily applies theoretical knowledge to practical use. Flies steady lines and should make a good photographic pilot with more practice.

Selected Assessments: "LAC Mitchell acted as Assistant Instructor in Engines to the Airmen of No.11 (Army Cooperation) Squadron, RCAF, and also was employed on engine maintenance. He is a cheerful and willing worker." (F/L Hugh Campbell, OC No.11 Detachment, 16 July 1937).

"Has performed his duties in a satisfactory manner, pleasing personality, good character and neat appearance. Reliable and efficient officer, average." (1 January 1940)

"Undergoing training on Stranraer aircraft. Progress is satisfactory. Resourceful and should develop into a useful reconnaissance pilot." (10 July 1940).

"This officer is a sound common sense instructor, essentially practical in attitude, although not very imaginative. Very cooperative." (S/L A.H.S, Gilson, No.1 ANS, 15 December 1941).

"Long course in navigation. Outstanding in his work. Has had a great amount of experience in BR squadrons. Qualified Day and Night in Catalina. (W/C R.C. Mair, Uclulet, 10 December 1942).

"An excellent officer. Quiet, efficient and a definite leader. Very strongly recommended for promotion to the rank of Acting Wing Commander." (W/C G.D. Clarke, Western Air Command Headquarters, 25 September 1944).

"This officer has been an outstanding Squadron Commander. As CO of the AAB he has raised the standard of aircrew on the coast to a high level." (Air Commodore D.M. Smith, Western Air Command Headquarters, 6 August 1945, to which A/V/M F.V. Heakes adds, "One of the finest and most capable officers in Western Air Command.")

Notwithstanding his excellent wartime assessments, he lacked administrative skills and in the postwar period he was graded as no better than an average staff officer.

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MITCHELL, Sergeant Banks Earle (R80314) - **Distinguished Flying Medal** - No.58 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 24 September 1943 and AFRO 2322/43 dated 12 November 1943. Born in Radisson, Saskatchewan, 20 June 1917; home in Winnipeg (auto mechanic and paint refinisher); enlisted there 20 November 1940 and posted to No.2 Manning Depot, Brandon. To No.34 SFTS, Medicine Hat (guard), 2 January 1941. To No.2 WS, Calgary, 26 April 1941; promoted LAC, 28 May 1941; to No.3 BGS, 12 September 1941; graduated and promoted Sergeant, 13 October 1941. To Embarkation Depot, 19 October 1941; to RAF overseas, 2 November 1941. To Signal School, Cranwell, 9 December 1941. To No.3 Radio School, 10 March 1942. Promoted Flight Sergeant, 13 May 1942. To No.7 (Coastal) OTU, 9 June 1942. To No.612 Squadron, 12 August 1942. To No.502 Squadron, 26 October 1942. To No.58 Squadron, 26 March 1943. Promoted WO2, 13 April 1943. Missing and presumed dead, 23 August 1943 (Halifax DT636, No.58 Squadron); name on Runnymede Memorial. Cited with F/L G.A. Sawtell (RAF, trained in Canada).

Flight Lieutenant Sawtell and Sergeant Mitchell were pilot and rear gunner respectively of an aircraft detailed for a sortie in July 1943. During the flight a U-Boat was observed on the surface of the sea and Flight Lieutenant Sawtell immediately went into the attack. Considerable anti-aircraft fire was encountered but by skilful manoeuvring he enabled his gunners to rake the U-Boat deck with machine gun fire. The enemy gun crews were put out of action and Flight Lieutenant Sawtell flew into close range to deliver a devastating attack. This officer displayed great skill and determination while the efforts of Sergeant Mitchell contributed materially to the success of the attack.

Accident: On 10 November 1942 he was in crew of Whitley EB282, No.502 Squadron, on non-operational day training. At Carew Cheriton. "Pilot decided to make a practice single-engine approach and landing. The circuit was satisfactory - left hand, having pulled back the starboard throttle, a high approach made, putting down 40 degree flap when overshooting. This proved insufficient in reduced wind from previous landings that day and full flap applied. Aircraft did not touch down before reaching a point almost half way down the runway, and remainder being down hill, use of full brake did not have maximum effect. Pilot was unable to stop before reaching end of runway, after which it was a sheer drop. Aircraft fell down, undercarriage collapsed and port wing damaged a Henley aircraft which was standing below." Mitchell not injured; aircraft written off.

Notes on Training: Interview of 8 September 1940 by a F/L Baskerville read, "The rough and ready type that training will smooth off. With sufficient determination to carry him through on this determination. I give him the Wireless Operator recommend. He is gunner type."

Course at No.2 WS was 28 April to 14 September 1941. Flew 30 minutes as first operator in flying classroom, two hours 50 minutes on listening watch, flying classroom, and six hours as sole operator in a two-seat machine. Marked on Theory (30/50), Radio Equipment (142/250), Morse, buzzer and lamp (189/200), Procedure (122/200), Signal Organization (120/150), Armament (60/100) and PT and Drill (39/50). Placed 46th in a class of 199.

Course at No.3 BGS was 15 September to 13 October 1941. Flew in Battle aircraft (9.25 by day and 3.55 as passenger). Fired 605 rounds on ground, 600 rounds air to ground, and 1,815 rounds air-to-air. Scored seven percent on Beam Test, 4.5 percent on Beam Relative Speed Test, and 1.5 percent Under Tail Test. Placed 29th in a class of 33. "Can be relied upon" (W/C R.C. Ripley, Chief Instructor, 13 October 1941).

Circumstances of death: Apparently shot down by German fighters over Bay of Biscay. Crew were 1199806 Sergeant J.W. Bailey, 100556 F/L G.A. Sawtell, 1349870 FS T.R. Urquhart, 922520 FS A.C. Wilder, 798593 FS L.C. Matthews, J26047 P/O J.W. Clark, R.86553 Sergeant W.A. Tennant, and R80314 Sergeant B.E. Mitchell. "An aircraft of another squadron reported seeing a Halifax believed to be DT636 dive from 3,000 feet; upon impact it completely broke up and burst into flames, sinking almost immediately. No one was seen to bale out and it is considered unlikely that there could be any survivors. It is assumed that the whole crew lost their lives by drowning."

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MITCHELL, F/L Charles George (J20407) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 3 June 1912 in Lloydminster, Alberta; home in Edmonton or Victoria; educated at Vermillion School of Agriculture. Farmer. Enlisted in Edmonton, 19 January 1942 and assigned to No.3 Manning Depot, Edmonton. To No.7 SFTS, Macleod, Alberta, 1 April 1942 (non-flying duties); to No.4 ITS, Edmonton, 26 April 1942; graduated 3 July 1942 and promoted LAC; to No.2 AOS, Edmonton, 5 July 1942; graduated 23 October 1942 and promoted Sergeant. To No.1 CNS, Rivers, 14 November 1942, remaining there until 30 November 1942; commissioned while there (backdated to 23 October 1942). To No.3 AOS, 1 December 1942; to No.2 AOS, 4 April 1943; promoted Flying Officer, 23 April 1943; to "Y" Depot, Lachine, 7 April 1944. Embarked from Halifax, 29 April 1944; disembarked in Britain, 7 May 1944. To No.3 PRC, Bournemouth, 8 May 1944. To No.8 (O) AFU, 20 June 1944. To Pathfinder Night Training Unit,

25 July 1944. To No.35 Squadron, 22 August 1944. Promoted Flight Lieutenant, 23 October 1944. Killed in action, 7 March 1945 (Lancaster ME361). Medal presented to next-of-kin by Governor General, 10 December 1947. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9070 has recommendation dated 18 February 1945 when he had flown 41 sorties (172 operational hours), 25 August 1944 to 8 February 1945.

25 August 1944 - Brest
25 August 1944 - Brest
26 August 1944 - Kiel
31 August 1944 - Pourchintz
3 September 1944 - Gelze-Rijin
5 September 1944 - Le Havre
6 September 1944 - Le Havre
8 September 1944 - Le Havre
9 September 1944 - Le Havre
10 September 1944 - Le Havre
11 September 1944 - Le Havre
12 September 1944 - Dortmund
15 September 1944 - Kiel
17 September 1944 - Boulogne
26 September 1944 - Calais
27 September 1944 - Calais
6 October 1944 - Dortmund
14 October 1944 - Duisburg
19 October 1944 - Stuttgart
23 October 1944 - Essen
28 October 1944 - Cologne
2 November 1944 - Dusseldorf
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
16 November 1944 - Duren
18 November 1944 - Wanne Eickel
21 November 1944 - Sterkrade
27 November 1944 - Frieburg
29 November 1944 - Dortmund
4 December 1944 - Urst
18 December 1944 - Duisburg
24 December 1944 - Cologne

27 December 1944 - Ryhdt
5 January 1945 - Hanover
6 January 1945 - Hanau
7 January 1945 - Munich
14 January 1945 - Merseburg Leuna
16 January 1945 - Zeitz
1 February 1945 - Mainz
7 February 1945 - Goch
8 February 1945 - Politz

Flight Lieutenant Mitchell is an operator of special equipment who has taken part in a number of operations in a Master Bomber and visual marker crew. The enthusiasm and high sense of duty displayed by this officer has contributed largely to the great success which has attended his crew.

Flight Lieutenant Mitchell still shows the most praiseworthy keenness to proceed on operations whenever possible, and his determination to press home his attacks is undiminished. In recognition of this officer's fine record of devotion to duty he is recommended for the non-immediate award of the Distinguished Flying Cross.

NOTE: Assessed very favourably while instructing in Canada. On 8 June 1943, F/E. E.D. Wilson, No.2 AOS, described him as "A little retiring but pleasant. Very keen about his work and creates a very favourable impression. Recommended for continued employment in his present capacity." A form dated 13 March 1945 stated he had flown 657 hours (216 in previous six months) and described him as "A hard working and above average navigator."

The website "Lost Bombers" has the following on his last sortie. Lancaster ME361, No.35 Squadron, target Henningstedt, 7/8 March 1945. ME361 was a Mark III, delivered to No.35 Squadron from No.32 Maintenance Unit in November 1944. It took part in the following operations: Cologne, 23 December 1944 (daylight); Hannover, 5/6 January 1945; Duisburg, 21/22 February 1945. Airborne at 1853 hours, 7 March 1943 from Graveley as Master Bomber for the raid on the Deutsche Erdoel oil refinery. Shot down at 2200 hours in the target area. Crew (all killed) were S/L D.B.Everett, DFC and two Bars (a highly respected PFF captain with 89 sorties to his credit); P/O K.G.Munro, RAAF; F/O J.M.Aylieff, DFC; F/L C.G.Mitchell, DFC, RCAF; F/L C.O.Russell, DFC; F/L R.C.Chapman; F/O R.M.Weller, DFC; F/O A.H.J.Pidgeon.

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MITCHELL, F/L Charles Joseph (C7112) - **Member, Order of the British Empire** - No.2 SFTS - Award effective as of 1 January 1945 as per **London Gazette** of that date, **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945. Born 10 May 1889 in Kirkfield, Ontario (RCAF Press Release 4907 announcing award); home there. Received his senior education in Lindsay, Ontario. He was manager of the Canadian National Railway Kirkfield Lodge when he enlisted in Toronto, 5 September 1941 and was commissioned. To No.2 SFTS, 20 September 1941. Promoted Flight Lieutenant, 1 January 1943. Retired 23 March 1945. Deceased, 22 September 1967 as per DVA letter. Medal presented 17 June 1945.

This officer has been in charge of aerodrome control at this unit for the past three years, which duties, through both trying and exacting, he has discharged with the utmost efficiency. He has successfully trained a number of officers in this branch. He has always displayed a high degree of initiative and forethought which, on several occasions, has directly saved many aircraft and the lives of their crews. This officer has the complete confidence of all flying personnel on the station and has been an outstanding inspiration to all.

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MITCHELL, FS (now P/O) Donald Talbert (R155869/J89204) - **Distinguished Flying Medal** - No.426 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 10 October 1917 in Conquest, Saskatchewan; home in Tyvan Lake, Saskatchewan; served in Army before joining RCAF; enlisted in Regina, 27 March 1942; to No.2 Manning Depot, 10 April 1942; to No.2 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942; to No.19 EFTS, 21 November 1942; ceased training and posted to No.1 Composite Training School, 11 January 1943. To No.5 BGS, 14 February 1943; graduated 14 May 1943 and posted next day to No.1 CNS; graduated and promoted Sergeant, 26 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Commissioned 2 September 1944. Joined No.426 Squadron, March 1944; Bomb Aimer to Flight Sergeant R.F. Sellen. Incident described was on 20 April 1944. Posted from No.426 Squadron to No.1659 Conversion Unit, 31 August 1944. Repatriated 8 December 1944. To No.4 SFTS, 23 January 1945. To No.2 School of Flying Control, 1 March 1945. To No.4 SFTS, 27 April 1945. To No.2 Air Command, 14 June 1945. Retired 2 October 1945. DHist file 181.009 D.4431 (RG.24 Vol.20649) has recommendation dated 18 August 1944 when he had flown 32 sorties (151 hours 30 minutes), 25 March to 15 August 1944.

Flight Sergeant Mitchell has attacked, with the highest degree of accuracy, numerous targets in Germany and occupied countries. On one occasion in April 1944, in spite of an attack by a Junkers 88 in fire which had broken out in his aircraft, this airman continued to give directions to the pilot. On this bombing

run his exceptional display of coolness and tenacity of purpose was largely responsible for the complete success of the mission.

The sortie list was as follows:

25 March 1944 - Aulnoye (5.40)
20 April 1944 - Cologne (4.35)
24 April 1944 - Karlsruhe (6.45)
26 April 1944 - Essen (4.35)
27 April 1944 - Fredrichshaven (8.15)
1 May 1944 - St. Ghislain (4.10)
24 May 1944 - Trouville (4.00)
27 May 1944 - Bourg Leopold (5.10)
31 May 1944 - Au Fevre (4.25)
2 June 1944 - Neufchatel (4.05)
6 June 1944 - Coutances (4.25)
9 June 1944 - Le Mans (5.40)
12 June 1944 - Cambrai (4.30)
14 June 1944 - St. Pol (4.00)
16 June 1944 - Sterkrade (5.00)
4 July 1944 - Biennais (3.50)
5 July 1944 - Biennais (3.50)
6 July 1944 - Conquereaux (4.15)
12 July 1944 - Creil (4.35)
15 July 1944 - Nucourt (4.10)
17 July 1944 - Caen (4.10)
18 July 1944 - Wesseling (5.35)
20 July 1944 - L'Hey (3.10)
23 July 1944 - Donges (5.35)
24 July 1944 - Ferfay (3.45)
25 July 1944 - Stuttgart (8.25)
28 July 1944 - Hamburg (4.50)
31 July 1944 - Foret de Croc (3.55)
3 August 1944 - Foret de Nieppe (3.25)
4 August 1944 - Bois de Cassan (4.55)
13 August 1944 - Bons Tassilly (4.50)
15 August 1944 - Brussels (3.25)

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MITCHELL, W/C Eric Martin (C175) - **Distinguished Flying Cross** - Station Croft - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 25 October 1912 in Halifax; raised in Wolfville. Educated at Nova Scotia Technical College and Acadia University (member, COTC). Graduated with a Bachelor of Engineering Degree. Enlisted as a Provisional Pilot Officer, 13 June 1935; qualified for wings, 26 May 1936. Promoted Wing Commander, 1 June 1941. At No.3 Training Command. 1 February 1942. To No.11 SFTS, 5 May 1943. To "Y" Depot, 26 September 1943. Taken on strength of No.3 PRC, Bournemouth, 13 October 1943. Served at Croughton, Wellesbourne Mountford and Topcliffe. Commanding Officer of No.431 Squadron, 1944. Repatriated 4 March 1946. To Northwest Air Command, 8 April 1946. Remained in postwar RCAF, rising to Group Captain (1 November 1948). Commanding Officer, Station Goose Bay, July 1955 to July 1957. His final posting was AFHQ, Ottawa. Retired 8 February 1963. Died in Ottawa, 2 July 2004. RCAF photo PL-31954 (ex UK-14208 dated 24 August 1944) shows Flight Sergeant Don Gignac (Windsor, Ontario) and W/C Eric Mitchell (Wolfville) at interrogation after raid on Kiel. Photos PL-32026 (ex UK-14181) and PL32027 (ex UK-14182) dated 24 August 1944 show him as Commanding Officer, No.431 Squadron. RCAF photo PL-32028 (ex UK-14183 dated 24 August 1944) shows leaders in No.431 Squadron: left to right they are S/L W.C. Vanexan, DFC (Smith Falls, flight commander), F/O R.D. Lawson, RAF, F/O E. Bruce Hutchinson (Amherstburg, Ontario), W/C Eric Mitchell (Wolfville, Nova Scotia and Ottawa, squadron commanding officer), F/L Frank Guillevin (Outremont), F/L R.M. Mickles (Toronto), F/O Bert Kaplansky (Hamilton). RCAF photo PL-40196 (ex UK-16963 dated 29 November 1944) shows Flight Officer Mary Carry (Toronto, member of "Blackouts" entertainment troupe) with Iroquois Squadron adjutant, F/L Bob Mickles (Toronto) and squadron commander, W/C Eric Mitchell (Wolfville, Nova Scotia). RCAF photo PL-40370 (ex UK-17134 dated 5 December 1944) shows him with "Minnie Simcoe", a hand-crafted doll and mascot of the Iroquois Squadron, caption says the mascot "has been tagging along on operations regularly." No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." DHist file 181.009 D.1634 (RG.24 Vol.20604) has recommendation by G/C R.S. Turnbull, commanding No.64 Base, not dated but sent to AOC No.6 Group on 25 January 1945, at which time Mitchell had flown 27 operational sorties (161 hours 40 minutes), 12 June 1944 to 16 January 1945.

During this officer's service career he has proven himself to be a fearless and courageous leader, and at all times has shown outstanding ability in all his work.

Since his commencement of operations, this officer has displayed determination, fortitude and exceptional tactical ability. Such targets as Hanau, Merseberg, Zeitz, [and] Ludwigshaven have been attacked with outstanding skill and precision, setting an inspiring example to all his squadron. Under his keen and

capable guidance his unit has been welded into a strong and determined bomber force.

RESEARCHER'S NOTE: The following is added to a pencil draft of the citation but not to a typed draft:

For his superb captaincy and airmanship, his undoubted courage and devotion to duty and his magnificent leadership of his squadron I recommend the immediate award of the Distinguished Flying Cross.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has recommendation by W/C R.S. Turnbull dated 24 October 1944 when he had flown 19 sorties (97 hours 41 minutes) as follows:

During this officer's service career he has proven himself to be a fearless and courageous leader.

Wing Commander Mitchell started his career in the Royal Canadian Air Force in 1935. Up to the time he was posted overseas he had served as Chief Flying Instructor at an EFTS, as Chief Instructor of No.2 Training Command and as Station Commander at an SFTS at Yorkton. At all times he has shown outstanding ability in all his work.

Since his commencement of operations Wing Commander Mitchell has displayed determination, fortitude and exceptional tactical ability as an officer, leader and operational captain. Wing Commander Mitchell has given an inspiring example to his squadron, which has contributed greatly to the high standard of operational efficiency of all the men he commands.

I strongly recommend this officer be awarded the Distinguished Flying Cross.

The sortie list was as follows; supplemental pages state his aircraft letter:

12 June 1944 - Arras (4.30, "O")
14 June 1944 - Cambrai (4.25, "F")
21 June 1944 - Oisemont (5.10, "Y")
24 June 1944 - Bonnetot (4.25, "Y")
25 June 1944 - Gorenflos (5.05, "Y")
27 June 1944 - Wizernes (4.15, "Y")
28 June 1944 - Metz (7.45, "Y")
4 July 1944 - Villeneuve St. George (6.35, "Y")

18 July 1944 - Vaires (5.05, "P")
23 July 1944 - Donges/St. Nazaire (6.10, "W")
5 August 1944 - St. Len (5.15, "U")
10 August 1944 - La Pallice (7.00, "U")
12 August 1944 - Brunswick (5.50, "U")
16 August 1944 - Kiel (5.39, "U")
31 August 1944 - Cezembre (5.15, "U")
10 September 1944 - Le Havre (4.40, "U")
13 September 1944 - Osnabruck (4.27, "U")
18 September 1944 - Domburg (3.53, "U")
6 October 1944 - Dortmund (6.10, "U")

These were completed on Halifax aircraft. Subsequent recommendations extend his sorties, now on Lancasters, as follows:

1 November 1944 - Oberhausen (5.45, "U")
21 November 1944 - Castrop Rauxel (6.30, "U")
2 December 1944 - Hagen (8.00, "U")
15 December 1944 - Ludwigshaven (6.40, "U")
30 December 1944 - Cologne (6.19, "U")
6 January 1945 - Hanau (7.57, "U")
14 January 1945 - Merseburg (9.05, "U")
16 January 1945 - Zeitz (8.45, "U")

Accident Report, 23 March 1944, No.22 OTU, Wellesbourne, Wellington LN481 (XN-J), 1245 hours, circuits and landings. Crew was J6390 F/L B.M. Adilman (later killed), C175 W/C E.M. Mitchell (RCAF pupil), J18383 P/O A.P. Fast (WOP/AG, screened Canadian) and J18418 F/O J.L. Fontaine (AG, screened Canadian). They had done a few circuits ("a few landings") and four or five overshoots. Adilman was instructing in single engine flying and feathering. Feathered starboard propellor and then it would not unfeather. Adilman made a single-engine landing. Minor damage and no injuries.

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MITCHELL, Sergeant (now F/O) Francis Edward (R75687/J18410) - **Distinguished Flying Medal** - No.15 Squadron - Award effective 12 January 1943 as per **London Gazette** of that date and AFRO 239/45 dated 9 February 1943. Born in Letterville, Ontario, 12 March 1920; home in Brantford, Ontario (shoe salesman for Agnew Surpass); enlisted in Hamilton, 25 October 1940 and posted to No.2 Manning Depot, Brandon. To No.1 WS, Montreal, 8 December 1940; promoted LAC, 8 January 1941; to No.4 BGS, Fingal, 29 April 1941; graduated and promoted Sergeant, 23 June 1941. To "Y" Depot, Halifax, 25 June 1941. Taken on strength of No.3 PRC,

Bournemouth, 31 July 1941. To No.2 Wireless and Signal School, Yatesbury, 16 August 1941 (Proctor aircraft, seven hours 20 minutes). To No.20 OTU, 14 October 1941. To No.22 OTU the same day (Anson and Wellington aircraft, 134 hours ten minutes). Promoted Flight Sergeant, 1 January 1942. To Station Waterbeach, 26 April 1942 to attend No.1651 Conversion Unit (Stirlings, 59 hours 55 minutes). To No.15 Squadron, 6 June 1942 (211 hours 15 minutes on Stirlings). To No.15 OTU, 11 November 1942. To No.22 OTU, 15 December 1942 (Wellingtons, 80 hours 50 minutes). To No.1659 Conversion Unit, 10 March 1943 (Halifax, 44 hours 500 minutes). To No.405 Squadron, 3 April 1943. To No.419 Squadron, 9 April 1943 (146 hours ten minutes). Promoted WO2, 1 May 1943. Medal presented at Buckingham Palace, 20 July 1943. Commissioned 20 August 1943. To No.22 OTU, 26 August 1943 to instruct (Wellingtons, 13 hours 50 minutes). Repatriated to Canada via Rockcliffe, 14 November 1943. Promoted Flying Officer, 20 December 1943. To No.34 OTU, Pennfield Ridge, 30 December 1943. To "Y" Depot, Lachine, 1 May 1944. Embarked from Halifax, 25 May 1944. Disembarked in Britain, 2 June 1944. Intended for third tour but this was not permitted. To RCAF Overseas Headquarters, 21 June 1944. Repatriated to Canada via Lachine, 8 December 1944. To No.3 Training Command, Montreal, 20 December 1944. To No.16 SFTS, Hagersville, 15 January 1945. To Station Moncton, 1 April 1945. To Transport Conversion Squadron, Pennfield Ridge, 14 April 1945. To No.164 (Transport) Squadron, 23 June 1945. To No.4 Release Centre, Toronto, 10 October 1945. Retired 18 October 1945. Died in Brantford, Ontario, 6 April 1990 as per **Airforce Magazine** of July-August-September 1990.

This airman was awarded the Distinguished Flying Medal in recognition of gallantry and devotion to duty in the execution of air operations.

Training: Interviewed by F/O H.S. Fleming at Hamilton, October 1940, who noted that he had St. John Ambulance experience and has been a King's Scout. He was five feet, 11 ½ inches tall and weighed 188 pounds. Sports listed as golf, badminton, hockey (moderate), swimming (occasional). Appearance was "healthy", Dress "tasteful". Intelligence "deliberate" and "accurate", Personality "mature" and "pleasant". Deemed suitable for service but not for a commission. "Steady and conscientious. Inclined to be slow but should be good Air Gunner. Recommend."

Course at No.1 Wireless School was 9 December 1940 to 27 April 1941. Spent one hour in flying classroom as First Operator, three hours in flying classroom on listening watch, and eight hours in two-seat aircraft as sole operator. Courses and marks as follows: Theory (27/50), Radio Equipment (193/250), Morse, buzzer and lamp (152/200), Procedure (186/200), Signals Organisation (130/150), Armament (78/100), Drill and Physical Training (35/50). Placed 15th in a class of 119. "Has not exhibited any qualities, while at this school, to recommend him for a commission. Good NCO type." (W/C J.S. Scott, 19 April 1941).

Course at No.4 BGS was 26 May to 23 June 1941. Flew in Battle aircraft, 12 hours 20 minutes by day plus 110 minutes as passenger. Fired 500 rounds on ground, 198 air-to-ground, 1,606 air-to-air. Scored 8.8 percent hits on Beam Test, 4.35 percent on Beam Relative Speed Test, four percent on Under Tail Test. Scored 80.5 percent on written tests, 86.3 percent on practical and oral examination, rated 185/250 in "ability as firer." Placed 6th in a class of 57. "Held over from Course No.8 due to sickness. A good shot, alert and likes his work." (Chief Instructor, name illegible, 23 June 1941).

Wireless Operator Course at Pennfield Ridge, 16 April to 22 June 1945. Courses in Signals, morse (95 percent), Signals, oral (88 percent), Signals, written (77 percent). Flew in Dakota aircraft (78..40 by day, 5.15 by night, 3.15 as passenger). Rated "above average." S/L T.F. Kennedy (Chief Ground Instructor) wrote, "Industrious and keenly interested. Satisfactory Transport Operator." S/L L.B. Stevenson (Chief Instructor) wrote, "A good operator, keen and a hard worker." G/C W.W.S. Ross (Commanding Officer) wrote, "A very good type of officer in all respects."

Notes: Applying for Aircrew Europe Star, he stated his first sortie with No.15 Squadron was 17 August 1942 (Osnabruck), sorties flown to 23 October 1942, while tour with No.419 Squadron was 20 April to 13 August 1943. Reported to have flown 50 sorties (290 operational hours, Stirling and Halifax aircraft). Repatriation Form in November 1944 gave times as 288.55 operational hours and 421.25 training hours overseas, totaling 710 hours 20 minutes. Last sortie was 12 August 1943.

At the time of his release, the counsellor wrote, "Excellent appearance and personality, quiet and confident manner. Clean service record. Highly intelligent and is a fine type. Will return to former employment but is it is found unsatisfactory after a short time may apply for training in architecture. Believe he has ability to succeed."

Assessments (Selected):

"A useful and intelligent type of officer and a sound instructor." (W/C A.W. Oldroyd, No.22 OT, 1 November 1943, at which time he was reported as having flown 723 hours, 231 in previous six months).

"This officer was employed as RCAF Staff Officer at No.3 Group Headquarters in Bomber Command after completion of of aircrew tours. Although totally inexperienced in Administration when he assumed these duties, Flying Officer Mitchell has displayed outstanding qualities and has made an above-average contribution in his present employment. Loss of his services is deeply regretted." (G/C Douglas William Stoneham, RCAF Staff Officer, Headquarters, Bomber Command, 20 November 1944).

“A capable junior officer, carries out his duties as Squadron Wireless Operator in an efficient and dependable manner. Recommend promoted to Temporary Flight Lieutenant.” (F/L J.B. Hart, No.164 Squadron, Moncton, 5 September 1945.)

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MITCHELL, Sergeant George Eric (R74313) - **Distinguished Flying Medal** - No.7 Squadron - Award effective 25 July 1941 as per **London Gazette** of that date and AFRO 1292/41 dated 7 November 1941. American in the RCAF; born in Paris, 29 May 1901. His parents were Robert Mitchell (deceased, born in Yorkshire) and Eileen O'Moore (deceased, born in Melbourne, Australia), reported to have been married “on their yacht off the coast of Africa”. Educated in California, including three years at University of California. He claimed to have flown private aircraft in California (276 hours in all), although he subsequently failed pilot training. He had a lengthy employment record in mining and engineering; one must wonder what induced a man of this age and experience to enlist - and why he was accepted for aircrew. Home in Diamond Springs, California. Enlisted in Ottawa, 21 October 1940 and posted to No.1 Manning Depot, Toronto. To No.1 SFTS, Camp Borden, date uncertain. Returned to No.1 Manning Depot, 24 December 1940. To No.1 BGS, Jarvis, Ontario, 18 February 1941. Graduated 15 March 1941 and promoted Sergeant. To Embarkation Depot, Halifax, 18 March 1941; embarked from Canada 5 April 1941; taken on strength in Britain, 20 April 1941. To No.20 OTU, 27 April 1941, To No.7 Squadron, 12 June 1941. Commissioned 14 October 1941. To No.75 Squadron, 23 March 1942. Killed in action, 6 April 1942 (Wellington X3489).

One night in June 1941, this airman was the rear gunner of an aircraft which was detailed to attack Hamburg. On the return journey an attack was made by a Messerschmitt 110. Despite an intense concentration of cannon and machine gun fire from the attacker, Sergeant Mitchell withheld his fire until the enemy came within close range. He then fired a burst of 600 rounds at the enemy aircraft which broke away with its port engine aglow. It was subsequently confirmed that this aircraft was destroyed. Sergeant Mitchell displayed great courage and determination and set an excellent example.

NOTE: First sortie was 26 June 1941 (Stirling N3663) raiding Kiel. On 29 June was raiding Bremerhaven when Bf.110 engaged 20 miles northwest of Texel; enemy aircraft probably destroyed. Other raids included 10 October 1941 (Cologne, aircraft hit by flak), 13 October 1941 (Dusseldorf, aircraft hit by flak again), 24 November 1941 (shipping south of Borkum when aircraft attacked by Bf.109s, one shot down in flames and another damaged), 18 December 1941 (cruisers in Brest in daylight, bombed in a dive, aircraft hit by flak and then engaged by

enemy aircraft; Mitchell shot down one that was seen to crash). Medal presented at Buckingham Palace, 4 November 1941; the first BCATP graduate decorated.

The website "Lost Bombers" has the following item respecting an early incident in his career: Stirling N6041, No.7 Squadron, target Magdeburg, 14-15 August 1941. This was one of three No.7 Squadron Stirlings lost on this night on two separate operations; the others were N6042 and W7434. Airborne at 2056 hours on 14 August 1941 from Oakington. Over-ran the runway on return due to throttle malfunction and crashed at 0446 hours. Assessed as Damaged beyond Repair and SOC 20 August 1941.

The same website has the following on his last sortie. Wellington X3489 of No.75 Squadron, target Cologne, 5/6 April 1942. This was one of two No.75 Squadron Wellingtons lost on this operation; the other was X3661. Airborne from Feltwell. Cause of the loss and crash-site are not established. Crew consisted of W/C R.Sawrey-Cookson DSO DFC (killed), P/O W.F.Budge, RNZAF (killed), Sergeant R.H.Emery (killed), Sergeant E.Hainsworth (killed), Sergeant D.P.Stock (killed), F/O G.E.Mitchell, DFM, RCAF (killed).

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MITCHELL, P/O Harold Wallace (J18923) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 5 December 1943 as per **London Gazette** dated 17 December 1943 and AFRO 297/44 dated 11 February 1944. Born in South Devon, New Brunswick, 19 May 1922; home in Fredericton (photographer's helper). Attempted to join RCAF in July 1940 and was advised to finish High School. Enlisted in Fredericton., 13 September 1941 and posted to No.5A Manning Depot. To No.,12 Equipment Depot, 27 October 1941. To No.3 ITS, 5 January 1942; graduated and promoted LAC, 20 February 1942 but not posted to No.17 EFTS until 14 March 1942; graduated 23 May 1942 and posted on 25 May 1942 to No.8 SFTS; graduated and promoted Sergeant, 11 September 1942. To "Y" Depot, 25 September 1942. Embarked from Canada, 28 October 1942. Disembarked in Britain, 5 November 1942. To No.12 (Pilots) AFU, 17 November 1942. To No.23 OTU, 4 March 1943. Promoted Flight Sergeant, 11 March 1943. To No.429 Squadron, 27 May 1943. Attached to Central Navigation School, 13 June to 3 July 1943. Attached to No.1659 Conversion Unit, 25 August to 9 September 1943 when returned to No.429 Squadron. Commissioned 6 October 1943. Promoted Flying Officer, 6 April 1944. To No.1664 Conversion Unit, 6 June 1944. Promoted Flight Lieutenant, 12 September 1944. To No.76 Base, 6 April 1945. Repatriated via Dartmouth, 12 June 1945. Retired 2 September 1945. Rejoined RCAF, 24 January 1951 (35682). To Station Trenton, 27 January 1951. To Air Armament School, Trenton, 24 February 1951. To Communications and Rescue Flight, Trenton, 1 April 1953. To No.3 (All Weather) OTU, North Bay, 13 October 1953.. Killed in flying operations in Canada, 31 December 1954 when a Flight Lieutenant (with S/L A. MacMillan).

Presented at Buckingham Palace 11 August 1944. Photo PL-32647 (ex UK-13820 dated 23 August 1944) shows him. Photo PL-36371 is a portrait.

One night in November 1943, this officer piloted an aircraft which attacked Stuttgart. When more than one hundred miles from the target, one of the bomber's engines became unserviceable. Pilot Officer Mitchell continued to the target, however, and despite heavy fire from the ground defences, pressed home his attack. Afterwards, flying the aircraft safely to base, he displayed great skill, determination and devotion to duty.

Notes: Application for operational wing dated 2 June 1944 stated he had flown 32 sorties (209 operational hours), 22 May 1943 to 24 May 1944.

As of 30 June 1954 his aircraft hours were as follows - Fleet (75.15), Proctor (25 minutes), Harvard (232.20), Oxford (60.20), Wellington (145.20), Ventura (296.25), Dakota (601.45), Mitchell (105.20), Halifax (584.05), Lancaster (168.20), Mustang (26.45), Expeditor (128.40), T-33 (262.20) and CF-100 (2.25). The very low hours on CF-100s is odd, given that he was instructing when killed. Indeed, on 25 August 1954, W/C J.R.D. Braham (North Bay) wrote of him, "Flight Lieutenant Mitchell is a slightly above average pilot and a good instructor."

Circumstances of Death: CF-100 18115 - 19816 S/L Arthur MacMillian, DFC(student) and 35682 F/L Harold Wallace Mitchell, DFC (instructor) were on an authorized instrument exercise as outlined in the OTU Instrument Conversion Syllabus of Training. Airborne at 1416 hours, 31 December 1954 in IFR conditions. At 1425 a radio transmission received requesting check bearings and steers. They were given six steers and two bearings. This was last radio contact. At 1530 hours the aircraft was seen to fly comparatively straight and then dive steeply and crash. Investigation showed that starboard engine was not running although there was no pre-impact fire. There may have been radio failure. Cause of accident (loss of control) obscure but contravention of flying procedure not considered.

Training: Interviewed in Moncton, 12 September 1941 by F/O L.I. Sangster. "A quiet, unassuming youth with average intelligence. Wants very much to be a pilot and also would like aerial photography. Recommend him for air observer. He does not appear to have enough initiative to be a pilot."

Attended No.3 ITS, 5 January to 27 February 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill and Signals (written). Scored 850 points of a possible 1,000. Placed 36th in a class of 163. "Keen to fly, ability average. Cooperates. Not outstanding. Alternative Recommendation - Observer." (W/C D.D. Findlay).

Attended No.17 EFTS, 16 March to 22 May 1942. Fleet Finch aircraft - 12.45 dual to first solo, 34.55 day dual, 37.20 day solo, 3.000 night dual. Was 9.10 on instruments. Logged 10.20 in Link. Courses in Navigation, Airmanship, Airframes, Aero Engines, Theory of Flight, Armament (written), Aircraft Recognition and Signals (practical). Scored 893 points of a possible 1,000. Placed third in a class of 34. "Slow bur sure. Polite, conscientious. Good average pilot."

Attended No.8 SFTS, 25 May to 11 September 1942. Harvard aircraft - 6.25 dual to first solo, 53.40 day dual, 88.40 day solo, 8.10 night dual, 7.00 night solo. Was 13.20 in formation and 24.05 on instruments. Logged 20 hours in Link. Ground examinations in Navigation, Airmanship, Armament (written and practical), Signals (written and practical), and Meteorology. Scored 624 points of a possible 750. Placed fourth in a class of 65. "An average pilot. Inclined to be slow and deliberate in acting and making decisions. No outstanding faults. Lin Trainer 88 percent."

Attended No.12 (Pilots) AFU, 17 November 1942 to 9 March 1943. Oxford aircraft - 15.45 day dual to first day solo, total 21.35 day dual, 18.05 day solo; 1.35 night dual to first night solo, 5.15 total night dual, 5.40 night solo. Was 2.15 on instruments. Logged 13 hours in Link. Flying tests in General Flying (200/400), Applied Flying (100/200), Instrument Flying (120/250), Night Flying (50/100) and Link (25/50). "Flying and airmanship satisfactory but is inclined to be casual and careless and could do better. Should be satisfactory as captain of aircraft." (W/C A.H. Abbott, Chief Instructor).

Attended No.23 OTU, 9 March to 17 May 1943. Wellington III aircraft - 6.45 day dual to first day solo, 17.50 total day dual, 26.35 day solo, 2.50 night dual to first night solo, 14.00 total night dual, 27.00 night solo. Was 2.30 in formation, 8.40 on instruments. Logged 15.25 in Link. Flying tests in General Flying (300/400), Applied Flying (150/200), Instrument Flying (150/250), Night Flying (75/100) and Link (38/50). Ground examinations in Airmanship (245/300), Armament (222/300), Meteorology (79/100), Navigation (165/200) and Signals (95/100). "A good average pilot and captain. Has worked steadily and thoroughly through the course and will make a reliable captain."

At No.1659 Conversion Unit he was crewed with R134050 Sergeant T. B. Fjelsted (navigator, later DFC), 1336348 Sergeant R. Geatham (RAF, WOP/AF), R126957 Sergeant W. W. Tucker (air gunner, later DFC), R153757 Sergeant Churchill (bomb aimer), a Sergeant Stofer (flight engineer) and R194175 Sergeant R.H. Falcon (mid-upper gunner). "Sergeant Mitchell is an average pilot with an average crew. They are all very keen, however, and with more experience should easily become above the average."

RCAF Press Release No. 3760 dated 27 January 1944 from F/O Eggleston read:

WITH THE R.C.A.F. BOMBER GROUP OVERSEAS: -- Forced to take evasive action when attacked by a Ju88 going into the target, the crew of "U" for "Uncle" from the Bison squadron of the R.C.A.F. Bomber Group in England reported an exciting four minutes when they returned from an attack on the German city of Magdeburg recently.

"I spotted the enemy night fighter from the mid-under lookout on the port quarter below our "kite", said Sergeant R.H. Fallon, mid-upper gunner, 519 Clarke Avenue, Westmount, Quebec.

"I gave the skipper, P/O H.W. Mitchell, D.F.C., 55 Saunders Street, Frederick, N.B., orders for evasive action. At the same time, the rear-gunner, P/O W.W. Tucker, Greencastle, Indiana, U.S.A., an American in the R.C.A.F., also spotted him. The fighter was weaving about the sky and opened fire with cannon and machine guns at 250 yards. The skipper kept up the evasive action for fully four minutes, during which time the fighter let go three more bursts, hitting our aircraft four times in the port main plane with cannon and machine gun fire. The rear-gunner sent one short burst at the enemy, and he vanished and wasn't seen again. As far as we could ascertain, there was no damage to the enemy fighter and we all came out of it unscathed", said Fallon.

Other Canadians in the crew were: WO2 T.B. Fjeldsted, navigator, Arborg, Man.; WO2 L.G. Churchill, bomb-aimer, 54 Rhyl Avenue, Toronto, Ontario; Sergeant E.H. Stofen, flight engineer, Broadmead Avenue, Victoria, B.C.; Technical Sergeant E.L. Howland, 9387 Mendata Avenue, Detroit, Mich., U.S.A., a member of the U.S.A.A.F., made the trip as second dickey.

It marked the 26th trip for the rear-gunner, the 16th for the skipper, navigator and bomb-aimer, and 12th for the mid-upper gunner and flight engineer.

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MITCHELL, P/O Jack Eldin (J86237) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 15 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born in Saskatchewan, 17 May 1922; home in Saskatoon (mechanic). Enlisted in Toronto, 19 November 1941. Granted Leave Without Pay until 4 January 1942 when posted to No.2 Manning Depot. To No.14 SFTS (guard duty), 14 February 1942. To No.6 ITS, 11 April 1942; graduated and promoted LAC, 5 June 1942 but not posted to No.20 EFTS until 4 July 1942; graduated 28 August 1942 and posted next day to No.10 SFTS; graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 1 January 1943; to RAF overseas, 26 January 1943;

promoted Flight Sergeant, 18 June 1943. Commissioned 14 April 1944. Promoted Flying Officer, 14 October 1944. Repatriated 23 March 1945. To No.2 Air Command, 3 April 1945. To No.5 OTU, 8 May 1945. To Release Centre, 13 September 1945. Retired 19 September 1945. Medal presented 18 June 1949. RCAF photo PL-28297 (ex UK-9367 dated 1 April 1944) shows four members of Porcupine Squadron retracing course taken on a recent trip to Berlin - F/O R.D. "Rod" Wilson (Vancouver, bomb aimer), WO Stewart McDougall (North Bay, WOP), F/O Ken Sheddon [sic, Calgary, navigator) and WO J.E. Mitchell (Saskatoon, pilot).

Pilot Officer Mitchell has completed many sorties over enemy territory including attacks against some of the most heavily defended areas in Germany. On one occasion when attacking Berlin his aircraft was attacked by a Junkers 88 and sustained much damage. One of the petrol tanks was pierced and much of the contents were lost. Nevertheless, Pilot Officer Mitchell pressed home his attack. En route for home one engine became useless. Pilot Officer Mitchell held resolutely to his course but, when nearing the English coast, the petrol supply became exhausted and he was compelled to give the order to leave the aircraft by parachute. In the face of great difficulty this officer displayed exceptional determination and devotion to duty.

NOTE: DHist file 181.009 (D.2611), in National Archives of Canada RG.24 Volume 20627 has a detailed recommendation drafted by W/C A.J. Lewington about 19 July 1944 when he had flown 35 sorties (204 hours 45 minutes). Text as follows:

This officer has completed a record of 36 complete sorties over enemy territory which includes attacks on the most heavily defended areas in Germany such as four trips to Berlin, Leipzig, Essen and Stuttgart. On one occasion when detailed to attack Berlin, the aircraft in which Pilot Officer Mitchell was flying was attacked by a Ju.88 from below and dead astern. Severe damage was done to the fuselage, port wing and starboard rudder which became unserviceable. Also the starboard petrol tank was holed and a heavy loss of petrol was thereby suffered. Despite this, Pilot Officer Mitchell pressed home his attack with the utmost determination and bombed the target. On the return trip whilst ten miles off Flamboro the starboard inner engine cut and the petrol guages read zero. The crew were unable to get any response on "Darky" and finally, due to lack of petrol, Pilot Officer Mitchell gave the order to abandon aircraft. All members of the crew safely took to their parachutes with the exception of the rear gunner whose 'chute fouled in the tailplane.

This officer's dogged determination, skill and devotion to duty in my opinion fully merits the award of the Distinguished Flying Cross (Immediate).

The sortie list was as follows:

3 December 1943 - Leipzig (8.10)
20 January 1944 - Berlin (7.30)
21 January 1944 - Magdeburg (6.25)
28 January 1944 - Berlin (8.10)
15 February 1944 - Berlin (6.35)
19 February 1944 - Leipzig (3.10, early return)
20 February 1944 - Stuttgart (6.45)
6 March 1944 - Trappes (5.25)
7 March 1944 - Le Mans (5.25)
22 March 1944 - Gardening (6.35)
24 March 1944 - Berlin (7.35)
26 March 1944 - Essen (5.35)
9 April 1944 - Villeneuve St. George (6.05)
11 April 1944 - Gardening, Kattegat (5.40)
18 April 1944 - Noisy le Sec (5.55)
20 April 1944 - Lens (5.00)
30 April 1944 - Somain (4.40)
1 May 1944 - St. Nazaire (5.25)
5 May 1944 - Brest (4.50)
9 May 1944 - St. Valerie en Caux (3.50)
11 May 1944 - Boulogne (3.50)
15 May 1944 - Gardening, Kattegat (5.35)
19 May 1944 - Le Clipon (3.25)
21 May 1944 - Gardening, Frisians (4.35)
22 May 1944 - Le Mans (5.05)
24 May 1944 - Aachen (4.50)
27 May 1944 - St. Malo (4.15)
7 June 1944 - Acheres (4.35)
8 June 1944 - Lorient (6.25)
12 June 1944 - Arras (4.25)
14 June 1944 - Cambrai (4.00)
15 June 1944 - Boulogne (4.05)
16 June 1944 - Sautrecourt (4.05)
21 June 1944 - Oisemont (4.10)
27 June 1944 - Wizernes (3.10)
9 July 1944 - Ardouval (3.40)

The Yorkshire crashes website, <http://www.yorkshire-aircraft.co.uk/aircraft/planes/44/hx281.html> provides the following story:

HALIFAX HX281 NEAR COWESBY HALL, COWESBY.

On 29th January 1944 the crew of this 433 Squadron Halifax took off from Skipton on Swale at 00.19hrs for an operational flight to bomb Berlin. The aircraft was attacked by a Junkers Ju88 at 02.40hrs before the Halifax reached the target area while they were flying at 20,000 feet. The Ju88 was not seen until after it began its attack and after which the mid upper gunner gave the pilot notification to take evasive action and while the Halifax was turning away both gunners returned fire, seeing their tracer bullets enter the Ju88. The Halifax received damage to the fuselage, port wing and starboard rudder with parts of it being completely shot away. A fuel tank was also holed which resulted in the aircraft losing fuel and the other damage meant the pilot had no rudder control. By 03.40hrs the Halifax crew had just release their bomb load over the target area and were flying at 21,000 feet when the mid upper gunner spotted a FW190 flying above them, he again instructed the pilot to take evasive action and as they turned away he fired at the FW190 which did not return fire and was not seen again. The pilot was able to get the aircraft back to Yorkshire but after crossing the Yorkshire Coast the fuel was getting very low so he ordered the crew to bale out. At 08.15hrs the aircraft came down near Cowesby Hall, north of Thirsk. Sadly the rear gunner opened his parachute too early and it got caught up in the remaining part of the aircraft's tail, he went down with the Halifax and was killed. The pilot landed in the yard of a "manor house" close to where the aircraft came down; this exact location is not yet known. In all 677 aircraft had taken part in the raid in which much damage was reported in the city, broken cloud covered the target at the time of the raid. Numerous accounts found on the internet give the crash location as much nearer the coast but as the rear gunner's death was registered where it was and he went down with the aircraft it does point to Cowesby as being the location.

Having been contacted by the pilot in late-2006 I received an account of what happened. In his own words; it reads.. "We were approaching the target "Berlin" at approximately 22000ft with a full bomb load as part of a 1000 bomber raid when without any warning tracers went by my port window and there was vibration on my left rudder. I immediately took evasive action, diving to port and returning to level, it was not a good idea to do too much maneuvering around with 999 other aircraft in the vicinity. Luckily we threw him off without sustaining any more damage, apparently it was a Junkers 88 who came up from below us and our

gunners never saw him until he fired a burst. The gunners were not injured during the attack, as a matter of fact I had reamed them out after we headed for home because they had not spotted him or fired a shot. We continued on through the target and dropped our bombs then made a gradual 180 degree turn and headed north towards Denmark. We got reports from the crew to see if we could determine how badly we were damaged, some of the wing tanks had been holed on the port side and the left rudder was just about destroyed, then it was finally decided that we could possibly make the coast of Britain with the fuel we had left, the alternative was a POW camp in Germany or ditch in the North Sea. After flying over Denmark, we headed straight west for Britain. We gradually lost altitude as the engines failed one after the other. We eventually reached the coast with one engine still supplying enough power to keep almost level when I gave the order to abandon the aircraft. The wireless operator handed me my chute and then he and engineer and the navigator and bomb aimer went out the front hatch. I was still in my seat when the aircraft dived straight for the ground, it must have been when the tail gunners chute hit the right rudder. I dived from the pilot's seat directly through the front hatch without touching a thing then pulled my ripcord, I could hear the plane spiraling down and then crashing and then I hit the ground. It was just getting daylight when I first looked around to find I was in the front yard of a big manor house. The owner, I assumed, came out and I told him what had happened so he phoned Skipton (on Swale) and told them where we were. It was only about an hour before someone arrived to take me to base. My navigator says he landed near a farm house probably back towards the coast."

Halifax HX281 was built to contract ACFT/1688/C4/C by Handley Page Ltd at Radlett and was delivered directly to 433 Squadron in November 1943 not long after the unit formed. Cat.E2/FB damage was recorded following the incident detailed above on 29th January 1944.

Pilot - F/Sgt Jack Eldin Mitchell RCAF (R/139775), aged 22, of Saskatoon, Saskatchewan, Canada.

Flight Engineer - Sgt George Lumsden RAF (1590538). From the Newcastle area.

Navigator - F/O John Kenneth "Jack" Shedden RCAF (J/22076), aged 22, of Calgary, Alberta, Canada.

Bomb Aimer - F/O Rod D Wilson RCAF (J/23428), of Vancouver, British Columbia, Canada.

Wireless Operator - WO2 Stewart McDougall RCAF (R/90809).

Mid Upper Gunner - Sgt J F McDonough RCAF (R/187569).

Rear Gunner - F/O Henry Cox RCAF (J/27318), aged 26, of Comox, British Columbia, Canada. Buried Harrogate Stonefall Cemetery, Yorkshire (C/J/16).

* * * * *

MITCHELL, F/L James David (J9158) - **Distinguished Flying Cross** - No.627 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 11 June 1919 in Montreal; home there. Educated at McGill University (member, COTC); enlisted in Montreal, 29 October 1940. To No.4 BGS, 28 November 1940. To No.1 ITS, 8 February 1941; graduated and promoted LAC, 16 March 1941; to No.10 EFTS, 29 March 1941. Ceased training and posted to No.1 Manning Depot, 25 April 1941; to Trenton, 12 May 1941; to No.3 AOS, 23 June 1941; graduated 14 September 1941 and posted to No.2 BGS; graduated and promoted Sergeant, 27 October 1941; to No.1 ANS, 28 October 1941; graduated and commissioned 24 November 1941. To "Y" Depot, 25 November 1941. To RAF overseas, 26 December 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 19 February 1943. Repatriated 15 November 1944. To No.3 Training Command, 3 January 1945. To No.12 Equipment Depot, 9 January 1945. To "Y" Depot, 26 April 1945. To United Kingdom, 8 May 1945. Repatriated again, 23 July 1945. Retired 10 September 1945. Died in Thornhill, Ontario, 13 August 1986 as per **Airforce Magazine** of January-February-March 1987. Medal presented 22 May 1946. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9038 has recommendation dated 12 October 1944 when he had flown 67 sorties (283 hours 30 minutes):

* Marking sortie

9 March 1942 - Le Havre (3.20)
11 May 1942 - Mainz (5.15)
9 November 1942 - Hamburg (6.20)
20 November 1942 - Turin (8.00)
22 November 1942 - Stuttgart (8.10)
9 December 1942 - Turin (8.15)
11 December 1942 - Turin (6.00)
20 December 1942 - Duisburg (4.15)
21 December 1942 - Munich (8.45)
2 February 1943 - Cologne (4.00)
3 February 1943 - Hamburg (5.10)

4 February 1943 - Turin (7.10)
7 February 1943 - Lorient (4.10)
11 February 1943 - Wilhelmshaven (4.30)
13 February 1943 - Lorient (4.40)
16 February 1943 - Lorient (4.10)
19 February 1943 - Wilhelmshaven (4.20)
24 February 1943 - Wilhelmshaven (4.30)
8 March 1943 - Nuremburg (7.20)
22 March 1943 - St.Nazaire (4.45)
27 March 1943 - Berlin (7.10)
29 March 1943 - Berlin (7.30)
4 April 1943 - Kiel (5.10)

2nd Tour

29 December 1943 - Duisburg (2.30)
2 January 1944 - Berlin (4.15)
4 January 1944 - Berlin (2.35)
6 January 1944 - Duisburg (2.20)
5 February 1944 - Berlin (4.40)
8 February 1944 - Brunswick (3.20)
11 February 1944 - Brunswick (4.05)
19 February 1944 - Leipzig (4.30)
23 February 1944 - Dusseldorf (3.00)
25 February 1944 - Augsburg (4.20)
1 March 1944 - Munich (4.40)
6 March 1944 - Kiel (3.55)
11 March 1944 - Hamburg (3.50)
22 March 1944 - Frankfurt (3.45)
4 April 1944 - Cologne (2.40)
6 April 1944 - Hamburg (3.55)
9 April 1944 - Mannheim (3.25)
10 April 1944 - Hanover (3.25)
12 April 1944 - Osnabruck (3.05)
13 April 1944 - Berlin (4.10)
24 April 1944 - Munich (4.45)
21 January 1944 - Berlin (4.30)
7 May 1944 - Tours (3.30)
8 May 1944 - Brest (3.20)
10 May 1944 - Lille (2.35)

19 May 1944 - Amiens (2.45)
22 May 1944 - Brunswick (3.40)
24 May 1944 - Antwerp (2.10)
28 May 1944 - St.Martin de Verreville (2.50)
31 May 1944 - Saumur (3.30)
1 June 1944 - Saumur (3.25)
5 June 1944 - Lapernelle (2.55)
21 June 1944 - Wesseling (2.35)
24 June 1944 - Pommeroval (2.20)
4 July 1944 - St.Leu d'Esserant (2.30)
7 July 1944 - St.Leu d'Esserant (2.45)
10 August 1944 - Bordeaux (4.25)*
18 August 1944 - L'isle Adam (2.45)*
31 August 1944 - Auchy-les-Hesdin (3.00)
11 September 1944 - Darmstadt (3.55)*
12 September 1944 - Stuttgart (4.25)*
18 September 1944 - Bremerhaven (3.20)*
19 September 1944 - Munchen-Gladbach (3.05)*
23 September 1944 - Munster (3.10)*

Flight Lieutenant Mitchell has completed a total of 67 operational sorties many of which have been against the most heavily defended targets in Germany including Berlin, Hanover and the Ruhr area. He began his operational career in August 1942 and except for a short rest in the following year, he has operated continuously since that date. His first tour was completed in the Pathfinder Force and during the first part of his second tour he operated as navigator in a Mosquito squadron employed on high level bombing attacks against heavily defended objectives in Germany.

This officer has recently been employed as navigator in the Initial Marker Force of No.5 Group. His accurate navigation, and the assistance he has given in the target areas have been of the greatest help to his captain. He has taken part in the recent successful attacks against Darmstadt, Stuttgart, Bremerhaven and Munster (Dortmund-Ems Canal). All of these targets were attacked from a low altitude and in the face of heavy opposition. He has always given his captain the greatest help in identifying the targets and by guiding him accurately during the bombing run on to the marking points.

Flight Lieutenant Mitchell has just completed a long and successful tour of operations. His calmness under fire, determination and devotion to duty have

been a high example to the squadron. I therefore recommend him for the award of the Distinguished Flying Cross.

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MITCHELL, F/L James Fairservice Runciman (J3496) - **Distinguished Flying Cross** - No.148 Squadron - Award effective 17 August 1944 as per **London Gazette** dated 25 August 1944 and AFRO 2231/44 dated 13 October 1944. Born in Glasgow, Scotland, 15 August 1916. Educated in Scotland, 1922-1930. Attended Western Technical Commerce School (part-time), 1930-1932 and Riverdale Collegiate School, Toronto, 1934-1939. Home in Toronto (clerk, 1930-1934, YMCA PT instructor, 1934-1939); enlisted in Toronto, 6 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940; to No.2 AOS, 21 July 1940; graduated 26 October 1940 and posted next day to No.2 BGS; graduated and promoted Sergeant, 9 December 1940, on which date he was posted to No.1 ANS; may have graduated 6 January 1941 but not posted until 26 January 1941 when posted to No.3 Manning Depot; to RAF overseas, 7 February 1941. Disembarked in Britain, 28 February 1941. To No.15 OTU, 19 June 1941. To No.37 Squadron, Egypt, 15 September 1941. Commissioned 7 January 1942 and promoted Flying Officer that same date. To No.21 PTC, Egypt, 13 July 1942 as Astro Instructor. Promoted Flight Lieutenant, 7 January 1943. To No.1 ACTU, Kenya, 1 May 1943 (astro training instructor). To RAF Headquarters, East Africa, 24 August 1943 as Chief Navigation Officer. To No.148 Squadron, Italy, 16 September 1943 (Halifax bombers) until 13 April 1944. As of 3 July 1944 he reported having flown two operational tours (51 sorties and 370 hours, last sortie on 7 April 1944) plus one non-operational tour. Repatriated 12 August 1944. To No.1 ITS, 23 September 1944. To No.1 Composite Training School, 8 January 1945. To No.10 EFTS, 10 March 1945. To No.16 SFTS, 26 May 1945. To Release Centre, 14 August 1945. Retired 31 August 1945. Medal presented 1 December 1948. Died at Lanzville, British Columbia, 19 April 1979 as per **Legion Magazine** of August 1979.

This officer's skill, courage and devotion to duty as a navigator have contributed much to the success achieved by an outstanding crew. His navigation has always been accurate and painstaking. As squadron navigation officer he has done exceptionally good work and set a high example of efficiency both in the air and on the ground.

It appears that following training at No.15 OTU he proceeded to Gibraltar, spent two or three months there, and was then posted with his crew to No.37 Squadron, flying his first sortie with them on 16 October 1941. He completed seven sorties with No.37 Squadron before being posted to instructional duties. About November 1943 arrangements were made for him to take pilot training in Rhodesia but these plans were cancelled. The reason is uncertain - one document states that policy dictated that he should be sent to Canada for pilot training, another says there was a "stop retraining" orders in accordance with Air Ministry policy. He

was in any case repatriated to Canada and was well along in pilot training when the war ended. He did not complete the course, having requested his demobilization.

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MITCHELL, F/L James Frederick (J4101) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born in Toronto, 23 April 1916. Enlisted in Toronto, 1 July 1940. To Rockcliffe, 20 August 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 30 September 1940; to "BMP", 30 September 1940; to No.5 EFTS, 7 October 1940; graduated 28 November 1940 when posted to No.3 SFTS; graduated and promoted Sergeant, 15 February 1941 and posted that date to Central Flying School, Trenton. Commissioned 16 February 1941. To No.7 SFTS, Macleod, date uncertain. Promoted Flying Officer, 16 February 1942. Promoted Acting Flight Lieutenant, 20 May 1942. To "Y" Depot, 15 November 1942. Posted overseas at once. Confirmed as Flight Lieutenant, 16 February 1943. Promoted Squadron Leader, 10 March 1944. Served two tours with No.9 and 83 Squadrons. Repatriated 10 February 1946. DFC and Bar presented at Buckingham Palace, 29 June 1945. Attended RAF Staff College before returning to Canada in 1946. Served two years as Secretary to Chief of Air Staff (1947-1948). Appointed Officer Commanding, No.105 Communications Flight (Edmonton) involved in Search and Rescue operations; awarded AFC for Operation HAVEN (September 1950; see postwar awards data base). To SHAPE, Paris, late 1951 as Air Attache. Appointed to directing staff, RCAF Staff College, 1954. In July 1957 he was appointed Commanding Officer, No.408 Squadron. Promoted to Group Captain one year later and made CO, Station Winnipeg. In August 1962 to attend National Defence College, Kingston. Appointed Assistant Director, NORAD operations (1963) and Command Director, NORAD Combat Operations Centre at Colorado Spring (1966). Honourary Appointments in his career included Field Officer in Waiting to the Queen (1957) and Aide de Camp to Princess Margaret (1958). Retired 1967 and thereafter employed in management training for the federal government. Died in Ottawa, 30 July 2008. RCAF photo PL-44890 (ex UK-22473 dated 6 July 1945) shows, left to right, S/L J.F.M. Bell (La Santa Fe Province, Argentina), S/L J.T. McCutcheon (Hudson, Quebec) and S/L J.D. [J.F.?] Mitchell (Saskatoon) in courtyard, Buckingham Palace, following all-Canadian investiture on 29 June 1945. No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

MITCHELL, S/L James Frederick, DFC (J4101) - **Bar to Distinguished Flying Cross** - No.83 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944.

Since the award of the Distinguished Flying Cross this officer has participated in many further attacks on enemy targets in Western Germany and occupied

territory. He has always been a cool and courageous captain. As deputy flight commander he has set a sterling example to all in the squadron.

NOTE: Public Records Office Air 2/9276 has recommendation dated 13 June 1944 when he had flown 49 sorties (293 hours 30 minutes). Of these, 14 sorties (74 hours 35 minutes) had been since previous award.

3 May 1943 - Nickel Raid
3 July 1943 - Cologne
24 July 1943 - Hamburg
25 July 1943 - Hamburg
27 July 1943 - Essen
30 July 1943 - Hamburg
1 August 1943 - Hamburg
15 August 1943 - Milan
23 August 1943 - Berlin
30 August 1943 - Gladbach
3 September 1943 - Berlin
6 September 1943 - Munich
22 September 1943 - Hanover
23 September 1943 - Mannheim
27 September 1943 - Hanover
29 September 1943 - Bochum
2 October 1943 - Munich
3 October 1943 - Kassel
18 October 1943 - Hanover
20 October 1943 - Leipzig
10 November 1943 - Modane
18 November 1943 - Berlin
3 December 1943 - Leipzig
16 December 1943 - Berlin
20 December 1943 - Frankfurt
14 January 1944 - Brunswick
21 January 1944 - Magdeburg
27 January 1944 - Berlin
28 January 1944 - Berlin
15 February 1944 - Berlin
19 February 1944 - Leipzig
20 February 1944 - Stuttgart
24 February 1944 - Schweinfurt

25 February 1944 - Augsburg
30 March 1944 - Nuremberg
20 April 1944 - Paris
22 April 1944 - Brunswick
26 April 1944 - Schweinfurt
28 April 1944 - Bordeaux
1 May 1944 - Tours
7 May 1944 - Lanveon
11 May 1944 - Bourg
24 May 1944 - Antwerp
27 May 1944 - Cherbourg
28 May 1944 - St.Martin-de-Varreville
1 June 1944 - Saumur
5 June 1944 - La Penelle
6 June 1944 - Caen
8 June 1944 - Avranches

Since being awarded the Distinguished Flying Cross this officer has participated in further numerous attacks on enemy targets in Western Germany and Occupied territory with outstanding success. On several occasions, when deputizing as Controller, he has shown complete disregard of personal danger and stayed over the target throughout raids, making his own accurate bombing run only after the other aircraft had left the area. He is a cool and courageous captain of aircraft who maintains a high standard of efficiency in his crew and shows the utmost keenness and enthusiasm for participating in operations.

As Deputy Flight Commander he has set a sterling example, both in his work in the air and on the ground. For his courage and devotion to duty he is strongly recommended for the award of a Bar to his Distinguished Flying Cross.

Note: The following appeared in **The Telegraph** of 31 August 2008:

Group Captain Jim Mitchell, who died on July 30 aged 92, earned a DFC and Bar as a bomber pilot during the Second World War, then faced a different kind of danger when he flew on a rescue mission to the High Arctic in 1950.

Mitchell took off in a Dakota from Edmonton, Alberta, with an RCAF doctor on board, for Eureka, a tiny outpost 500 miles from the North Pole where a meteorologist had developed blood poisoning. There were no navigation directional beacons that far north, and Eureka was so close to the magnetic pole that the aircraft's compass was useless. After making two refuelling stops in the

Northwest Territories, Mitchell had to monitor his fuel reserves very carefully to ensure that the aircraft was light enough to land on the 2,000-foot runway at Eureka but could divert to Thule, in Greenland, if necessary.

The doctor volunteered to parachute in, but Mitchell decided to risk landing on the rough gravel strip, marked with oil drums, and two hours later took off with the patient aboard. Since the runway was not long enough for a conventional take-off he used a jet-assisted pack to become airborne.

After refuelling at Resolute Bay he flew on to Churchill, on the edge of Hudson's Bay, where he was confronted with landing the Dakota in a crosswind gusting to gale force. The complete rescue operation took 40 hours, during which Mitchell had fewer than four hours sleep; it was the longest mercy flight then undertaken by an RCAF crew. The patient recovered, and Mitchell was awarded the Air Force Cross for his "determination, bravery, fortitude and devotion to duty".

The son of a foundry worker, James Frederick Mitchell was born on April 23 1916 in Toronto and went to local schools. A clerk at Robert Simpson's store, he did not tell the recruiting officer when he joined up that he had been taking night courses in radio technology for fear the he would be made a navigator instead of a pilot.

Following training in Canada and then becoming an instructor in England, Mitchell joined No 9 Squadron, flying Lancasters. His first bombing operation, on July 3 1943, was an attack on Cologne; he was next involved in two more in the devastating "firestorm" raids on Hamburg. Over the next few months he attacked most of the major industrial targets in the Ruhr as well as on Berlin, Leipzig and Magdeburg. His first DFC was awarded in April 1944 for displaying "high skill, fortitude and devotion to duty".

After some 20 operations, Mitchell joined the Pathfinder Force with No 83 Squadron. From early 1944 he marked targets at many German cities before the squadron attacked pinpoint targets in France in preparation for the Normandy landings, and then was deputy master bomber on several of these raids. Awarded a Bar to his DFC, he was assessed as a cool and courageous captain, who had set a sterling example to all in the squadron. He had flown 49 operations over enemy-occupied territory at the height of the strategic bombing campaign when casualties were at their worst.

Returning to Canada in 1946, he served for two years as secretary to the RCAF Chief of the Air Staff before taking command of No 105 Communications Flight at Edmonton. After his Arctic mission he served at Nato Headquarters in Paris, then commanded No 408 Squadron at Rockfield, Ottawa, in surveillance and

reconnaissance operations in the Arctic. This sometimes involved tracking Soviet activities and, after one operation, the Soviet embassy presented him with a photograph of his Lancaster, taken from the ground.

After commanding the airbase in Winnipeg he spent his last four years at the North American Air Defence headquarters, Colorado Springs, then became a management trainer for the Canadian Public Service Commission.

Jim Mitchell is survived by two sons and a daughter

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MITCHELL, F/L John Maxfield (J18424) - **Distinguished Flying Cross** - No.405 Squadron (deceased) - Award effective 24 May 1944 as per **London Gazette** dated 2 June 1944 and AFRO 1444/44 dated 7 July 1944. Born in Biggar, Saskatchewan, 2 August 1916; home there. Educated in Saskatchewan including two years of business college. Prewar work consisted of field production in a creamery (five months), estimator and book keeper for Dominion Lumber Company (one year), cost and production clerk for three years. Served in 45th Battery, Lindsay, Ontario, 14 August 1940 to 5 November 1941. Enlisted in RCAF, Toronto, 10 November 1941. To No.1 Manning Depot, Toronto, 22 December 1941. To No.5 ITS, Belleville, 29 March 1942; graduated and promoted LAC on 6 June 1942; to No.3 AOS, Regina, 21 June 1942; graduated and promoted Sergeant on 9 October 1942. To "Y" Depot, 24 October 1942. To RAF Trainee Pool, 27 October 1942. Disembarked in Britain, 5 November 1942. At Padgate, 6 November to 14 December 1942 when posted to No.10 (O) AFU. To No.22 OTU, 23 February 1943. To No.1659 Conversion Unit, 25 April 1943 but also shown as being posted that same date to No.427 Squadron. To No.428 Squadron, 6 May 1943. Attached to No.1664 Conversion Unit, 1-23 June 1943. Commissioned 21 July 1943. To No.405 Squadron, 30 August 1943. Attached to Night Training Unit in September 1943, returning to No.405 Squadron on 18 September 1943. Promoted Flying Officer, 21 January 1944. Promoted Flight Lieutenant, 14 January 1944. Killed in action 6/7 May 1944 (Lancaster ND617, letter "B"); name on Runnymede Memorial. Aircraft was reported as having been repeatedly hit by flak and exploded while airborne. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty". Medal presented to next-of-kin, 2 December 1946. Public Records Office Air 2/9149 has recommendation dated 23 February 1944 when he had completed 35 sorties (224 hours 55 minutes), 16 May 1943 to 19 February 1944 as follows:

16 May 1943 - GARDENING (4.20)
21 May 1943 - GARDENING (4.10)
23 May 1943 - Dortmund (5.15)
3 July 1943 - Cologne (6.40)
9 July 1943 - Gelsenkirchen (6.30)
13 July 1943 - Aachen (6.00)

25 July 1943 - Essen (5.20)
27 July 1943 - Hamburg (5.10)
29 July 1943 - Hamburg (7.20)
30 July 1943 - Remscheid (6.00)
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)
9 October 1943 - Hannover (5.10)
18 October 1943 - Hannover (5.20)
3 November 1943 - Cologne (4.15)
10 November 1943 - Modane (7.30)
22 November 1943 - Berlin (6.40)
23 November 1943 - Berlin (6.35)
26 November 1943 - Berlin (6.45)
3 December 1943 - Leipzig (6.30)
20 December 1943 - Frankfurt (4.45)
23 December 1943 - Berlin (6.50)
29 December 1943 - Berlin (6.15))
1 January 1944 - Berlin (6.25)
5 January 1944 - Stettin (8.40)
14 January 1944 - Brunswick (5.05)
30 January 1944 - Berlin (6.20)
15 February 1944 - Berlin (7.00)
19 February 1944 - Leipzig (6.40)

This officer, who is one of the finest navigators in the squadron, is now on his second tour of operations. During his many sorties against heavily defended enemy targets such as Berlin and Hamburg, Flight Lieutenant Mitchell was often placed in much personal danger, but in spite of this, he performed his duties in a very cool, efficient manner, which set not only an inspiring example to the rest of his crew, but to the squadron generally. Strongly recommended for the award of the Distinguished Flying Cross.

The website "Lost Bombers" has the following on his final sortie. Lancaster ND617 of No.405 Squadron (LQ-B), target Mantes-la-Jolie, 6/7 May 1944. This aircraft was delivered to No.97 Squadron from No.32 Maintenance Unit in February 1944, joining No.405 Squadron in April 1944. No operational history traced. Airborne at 0056 hours, 7 May 1944 from Gransden Lodge to bomb rail installations. Blew up, with great force, over the target area. Crew were P/O R.D.

Borrowes, DFC, RCAF (veteran of 44 sorties), P/O R.L.Squires, F/L J.M.Mitchell, DFC, RCAF, WO1 R.J.Hinscliffe ,DFC, RCAF, WO1 R.J.Montgomery DFC, RCAF, WO2 B.F.Pothier DFC, RCAF, and WO2 G.D.Spearman, RCAF - all killed.

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MITCHELL, P/O Leonard Lilburn (J86016) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 12 May 1922 in Kinistino, Saskatchewan; home there; enlisted in Saskatoon, 14 October 1941. To No.2 Manning Depot, 8 December 1941. To No.5 Personnel Holding Unit, 31 January 1942. To No.33 SFTS (guard), 13 February 1942. To No.2 ITS, 28 March 1942; graduated and promoted LAC, 23 May 1942 but not posted to No.19 EFTS until 18 July 1942; graduated 11 September 1942 and posted next day to No.11 SFTS; graduated and promoted Sergeant, 30 December 1942. To "Y" Depot, 13 January 1943. To RAF overseas, 25 January 1943. Promoted Flight Sergeant, 30 June 1943. Commissioned 25 March 1944. Promoted Flying Officer, 25 September 1944. Repatriated 23 October 1945. Retired 23 November 1945. Farmed near Kinistino. Died there 24 February 2011. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2609 (PAC RG.24 Vol.20627) has recommendation dated 9 July 1944 when he had flown 35 sorties (201 hours 45 minutes) from 22 November 1943 to 6 July 1944.

This officer has a fine operational record of thirty-five attacks on enemy territory, many of them against the heavily defended targets of the Ruhr and three of them against the German capital. Throughout his tour of duty he has always shown a fine offensive spirit, an unflinching cheerfulness and great qualities of leadership, combined with a determination to accomplish his mission in spite of all opposition.

The sortie list was as follows:

22 November 1943 - Berlin (8.30)
25 November 1943 - Frankfurt (8.05)
24 December 1943 - Gardening Nectarines (3.40)
21 January 1944 - Magdeburg (7.55)
15 February 1944 - Berlin (7.35)
19 February 1944 - Leipzig (8.25)
22 February 1944 - North Sea (2.40, abortive sortie)
2 March 1944 - Measlow le Marceau (5.45)
15 March 1944 - Stuttgart (7.40)
18 March 1944 - Frankfurt (5.05)
22 March 1944 - Frankfurt (6.25)
24 March 1944 - Berlin (7.45)

26 March 1944 - Essen (5.25)
9 April 1944 - Villeneuve St. George (6.05)
10 April 1944 - Ghent (3.55)
18 April 1944 - Le Bourget (5.45)
20 April 1944 - Lens (4.25)
22 April 1944 - Dusseldorf (5.35)
24 April 1944 - Karlsruhe (7.05)
26 April 1944 - Essen (50 minutes, abortive sortie)
27 April 1944 - Aulnaye (5.15)
30 April 1944 - Somain (4.35)
22 May 1944 - Le Mans (5.30)
24 May 1944 - Aachen (4.15)
27 May 1944 - Bourg Leopold (4.55)
31 May 1944 - Au Fevre (5.05)
4 June 1944 - Calais (3.45)
5 June 1944 - Merville (4.25)
6 June 1944 - Conde sur Noireau (6.00)
8 June 1944 - Mayenne (5.50)
12 June 1944 - Arras (4.25)
14 June 1944 - Cambrai (3.50)
16 June 1944 - Sautrecourt (3.45)
17 June 1944 - Oisemont (4.45)
28 June 1944 - Metz (6.40)
4 July 1944 - Villeneuve St. George (6.05)
6 July 1944 - Parscourt (4.05)

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MITCHELL, WO2 Lloyd James (R151145) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 15 November 1920 in Sault Ste. Marie, Ontario; home in North Bay (labourer); enlisted there 15 May 1942 and posted to No.1 Manning Depot. To No.6 ITS, 23 August 1942; graduated and promoted LAC, 23 October 1942; to No.20 EFTS, 21 November 1942. To No.4 SFTS, 6 February 1943. Ceased training and posted to No.2 Manning Depot, 9 May 1943; to No.7 BGS, 11 June 1943; graduated 4 September 1943 when posted to No.7 AOS; graduated and promoted Sergeant, 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, 31 October 1943. Promoted WO1, 15 January 1945. Served in No.428 Squadron. Repatriated 17 February 1945. To No.1 Air Command, 28 February 1945. To No.16 SFTS, 8 April 1945. To No.4 Release Centre, 16 September 1945. Retired 29 September 1945. Living in North Bay in 1949. Medal presented 20 August 1949. Died 16 August 2007 in North Bay, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/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".

DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation by W/C G.A. Tambling dated 15 December 1944 when he had flown 31 sorties (160 hours ten minutes), 15 August to 30 November 1944. At that time he was a Flight Sergeant and the recommendation was for a DFM.

This NCO, the Air Bomber of the crew captained by Flying Officer Russell, has completed thirty-one operational sorties, which included attacks on a wide variety of targets both in Germany and France.

Flight Sergeant Mitchell by his dogged determination, skill and devotion to duty, has obtained an exceptionally high percentage of the target aiming points of this squadron. He has at all times set his mind on the task in hand fearlessly and with a fine offensive spirit, setting a magnificent example to his crew and the squadron in general.

I consider that, by his outstanding ability and strong sense of duty displayed, this NCO merits the award of the Distinguished Flying Medal (Non-Immediate).

The sortie list (identical to that of Ronald Albert Russel) was as follows:

15 August 1944 - Soesterberg (4.05)
18 August 1944 - Connetre (6.05)
25 August 1944 - Ferfay (4.35)
6 September 1944 - Emden (4.35)
11 September 1944 - Le Havre (4.40)
12 September 1944 - Dortmund (5.30)
15 September 1944 - Kiel (6.00)
17 September 1944 - Boulogne (3.40)
20 September 1944 - Calais (2.50)
23 September 1944 - Domburg (3.25)
25 September 1944 - Calais (4.25)
27 September 1944 - Duisburg (4.50)
28 September 1944 - Cap Gris Nez (4.00)
4 October 1944 - Bergen (6.40)
5 October 1944 - Heligoland (4.40)
6 October 1944 - Dortmund (5.50)
9 October 1944 - Bochum (6.20)
14 October 1944 - Duisburg (5.00)
23 October 1944 - Essen (5.25)
28 October 1944 - Cologne (5.45)
30 October 1944 - Cologne (6.05)
1 November 1944 - Oberhausen (5.50)
2 November 1944 - Dusseldorf (5.30)
4 November 1944 - Bochum (5.05)

6 November 1944 - Gelsenkirchen (4.40)
11 November 1944 - Gardening Oslo (6.55)
16 November 1944 - Julich (5.20)
18 November 1944 - Munster (5.20)
21 November 1944 - Castrop Rauxel (5.35)
27 November 1944 - Neuss (5.30)
30 November 1944 - Duisburg (6.00)

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MITCHELL, Flight Sergeant Philip Douglas (R124098, later J86554) - **Distinguished Flying Medal** - No.619 Squadron - Award effective 17 November 1943 as per **London Gazette** dated 23 November 1943 and AFRO 113/44 dated 21 January 1944. Born in Alberta, 11 February 1919; home in Kamloops, British Columbia (labourer); enlisted Winnipeg, 25 August 1941 for General Duties and posted to No.2 Manning Depot. To No.9 Repair Depot, 28 October 1941. Promoted AC1, 25 November 1941. Promoted LAC, 25 February 1942. Remustered to aircrew and posted to No.9 BGS, 4 July 1942; graduated and promoted Sergeant, 25 September 1942. To "Y" Depot, 26 September 1942. To RAF overseas, 27 October 1942, Overseas he trained at No.15 OTU and No.1664 Heavy Conversion Unit. Promoted Flight Sergeant, 25 March 1943. Promoted WO2, 25 September 1943. Commissioned 19 April 1944 (J86554). Promoted Flying Officer, 19 October 1944. Repatriated at uncertain date. To No.10 Release Centre, 26 October 1945. Retired 29 November 1945. PL-25544R (right) is P/O Mitchell, DFC, DFM (Kamloops); Photo PL-25544L (left) shows F/L J.R. Marvin, DFC. 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 Angelles, U.S.A., an American in the RCAF." DFC and DFM both sent by registered mail.

As air gunner, Flight Sergeant Mitchell has participated in many attacks on well-defended enemy targets. He is a cool and reliable member of aircraft crew whose vigilance and skill have contributed materially to the successes obtained. On a recent occasion during an attack on Stuttgart, Flight Sergeant Mitchell engaged an enemy fighter and shot it down.

MITCHELL, WO Philip Douglas, DFM (R124098) - **Distinguished Flying Cross** - No.619 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 6 June 1944 and AFRO 1660/44 dated 4 August 1944. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8780 has recommendation dated 15 March 1944 when he had flown 28 sorties (179 hours four minutes) of which ten sorties (62 hours 48 minutes) had been flown since the award of the DFM.

12 June 1943 - Bochum (5.14)
14 June 1943 - Oberhausen (4.52)
3 July 1943 - Cologne (5.42)
8 July 1943 - Cologne (5.44)
9 July 1943 - Gelsenkirchen (6.00)
24 July 1943 - Hamburg (4.52)
25 July 1943 - Essen (4.09)
2 August 1943 - Hamburg (5.20)
15 August 1943 - Milan (8.35)
17 August 1943 - Peenemunde (6.43)
22 August 1943 - Leverkusen (4.34)
23 August 1943 - Berlin (7.22)
27 August 1943 - Nuremburg (7.41)
30 August 1943 - Munchen Gladbach (4.30)
31 August 1943 - Berlin (7.47)
3 September 1943 - Berlin (2.17, DNCO)
22 September 1943 - Hanover (5.32)
4 October 1943 - Frankfurt (6.04)
7 October 1943 - Stuttgart (6.43)
18 October 1943 - Hanover (5.12)
22 October 1943 - Kassel (5.55)
3 November 1943 - Dusseldorf (4.40)
10 November 1943 - Modane (8.10)
19 November 1943 - Leipzig (7.25)
20 November 1943 - Stuttgart (7.07)
22 November 1943 - Berlin (7.09)
23 November 1943 - Berlin (6.18)
24 November 1943 - Schweinfurt (8.20)
26 November 1943 - Berlin (9.07)

This Warrant Officer Air Gunner has now completed 28 successful operational sorties against targets in Germany and Italy. He has consistently shown great determination and in spite of being seriously injured as a result of a crash when returning from operations, on his return to the squadron he continued to operate with unabated keenness.

Public Record Office Air 50/281 has Combat Report for 17/18 August 1943. Crew listed as F/O Tomlin (Captain), Sergeant Case (Flight Engineer), Sergeant Pentfield (? - Navigator), Sergeant Simkin (Air Bomber), Sergeant Thompson (Wireless Operator), Sergeant Hobbs (Mid-Upper Gunner) and Sergeant Mitchell (Rear Gunner).

At 2347 hours on the 17/18 August 1943, 5 Group Lancaster III aircraft "U" of 619 Squadron was en route for the target, Peenemunde and over Denmark at position 55° 20N 08° 29E height 18,300 feet and course 102°. There was no searchlight activity in the vicinity. Monica was not in operation at time of combat.

The rear gunner sighted a Ju.88 dead astern and closing in fast 1,500 feet below Lancaster. The Rear Gunner opened fire at 600 yards as the pilot began his corkscrew course (?). The enemy aircraft broke away starboard down and did not open fire. Strikes were observed on the enemy aircraft by the Mid-Upper Gunner who was unable to fire because of the fin and rudders. No claim.

With No.428 Squadron he was engaged in a combat on 5 March 1945 (Lancaster KB838, O/428, pilot was J10102, Flight Lieutenant Carl William Pratt) during attack on Chemnitz. Time was 2156 hours, height 15,000 feet, heading 166 degrees, in target area.. Weather cloudy with no moon, no searchlight activity and sighting was visual, 600 yards, port quarter against a light sky. First sighting was by Rear Gunner (Mitchell); the Mid-Upper Gunner was R283112 Flight Sergeant Norman Reginald Burrows. Claimed one Me.262 destroyed. Narrative of combat read as follows:

Enemy aircraft seen crossing from Port Quarter Down about to attack another bomber recognised as Me.262, clearly against cloud. Rear gunner fired three second burst. Enemy aircraft burst into flames, turned hard to port and flew on for about 30 seconds and then blew up. Both gunners saw a parachute go down and then an explosion on the ground. Claimed destroyed.

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MITCHELL, F/L Robert Kealley (J23102) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 30 March 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 16 April 1922 in Windsor, Ontario; home there (butcher); enlisted there 22 August 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.12 EFTS; graduated 28 January 1941 and posted to No.1 Manning Depot; to No.6 SFTS, 7 February 1941; graduated and promoted Sergeant, 22 April 1941. To No.1 ANS, 3 May 1941. To No.11 SFTS, 30 June 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 June 1942. Commissioned 16 December 1942. Promoted Flying Officer, 16 June 1943. To "Y" Depot, 13 December 1943. Taken on strength of No.3 PRC, 21 January 1944. Promoted Flight Lieutenant, 16 December 1944. Repatriated 7 June 1945. To Eastern Air Command Communication Flight, 2 November 1945. Retired 7 March 1946. Living in Windsor, Ontario in June 1949. Worked with Canada Customs for 45 years. Died in Windsor, 5 November 2002. Medal presented 14 June 1949. See also entry for Leonard James Jodrell.

This officer is an extremely capable pilot and captain of aircraft. He has completed very many sorties including a number of minelaying missions, in the execution of which he has shown the utmost determination and devotion to duty. On December 24, 1944, Flight Lieutenant Mitchell piloted an aircraft on a

minelaying mission in difficult enemy waters. In spite of adverse weather he accomplished his task with great skill and accuracy.

The original recommendation is in DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627); drafted 20 January 1945 by W/C R.L. Bolduc when he had flown 18 sorties (112 hours 15 minutes):

On December 24th, 1944, Flight Lieutenant Mitchell was detailed for a mining sortie in the Oslo area. Take-off conditions for this operation were extremely poor with visibility lowering to 300 yards. In spite of these difficult circumstances Flight Lieutenant Mitchell made a successful take-off and laid his mines in the allotted area. This officer is captain of a specially selected crew for the carrying out of gardening sorties and has always completed his missions successfully in the face of the utmost difficulties and extremely poor flying conditions. On several occasions, when tactics have required gardening aircraft to fly at low level, thereby making them particularly vulnerable to even light flak guns, this captain, with his cheerful spirit and forcefulness of purpose, has set an inspiring example by pressing home his attack and successfully completing his mission.

It is considered that this officer's exceptionally fine operational record, his fortitude and devotion to duty fully merit the immediate award of the Distinguished Flying Cross.

RCAF Photo PL-42833 (30 March 1945) is captioned as follows: "A capable pilot, F/L R.K. Mitchell, Windsor, Ontario, skipper of a Halifax bomber with the Bison squadron of the RCAF Bomber Group was recently awarded an immediate DFC. The citation for the award tells how F/L Mitchell took his four-engined bomber off one night on a mining expedition with only 300 yards visibility, dropped the mines in the allotted place and returned to base."

Application for Operational Wing dated 18 May 1945 states he had flown 33 sorties (210 hours 55 minutes), 6 October 1944 to 31 March 1945.

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MITCHELL, F/O Thomas Murray Laing (C20394) - **Distinguished Flying Cross** - No.139 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. Born 23 July 1917; home in Toronto. Enlisted there 24 July 1940 as air instructor and posted to Trenton. Granted rank of Sergeant, 19 August 1940; to No.3 EFTS, 22 August 1940. To No.5 Manning Depot, 13 June 1942. To No.6 SFTS, 18 July 1942. Commissioned 11 September 1942. To "Y" Depot, 25 September 1942. To RAF overseas, 27 October 1942. Promoted Flying Officer, 11 March 1943. Repatriated 7 July 1944. Promoted Flight Lieutenant, 11 July 1944. To No.124 (Ferry) Squadron, 19 September 1944. Retired 19 February 1945. RCAF photo PL-19525 (ex UK-5018), dated 26 August 1943) has the following caption: "Flying Officer T.M. Mitchell, left and Flying Officer A.B. Stovel, right, two RCAF pilots who are now flying Mosquito bombers on raids deep into Germany. Both have already

made two trips to Berlin. Flying Officer Mitchell's home is at 33 Chester Hill Road, Toronto, and his father is the Rev. T.J. Mitchell of that city. Flying Officer Stovel, a veteran of 17 Mosquito operations, lives on Brock Street, Winnipeg, Manitoba. RCAF photo PL-19526 (ex UK-5020, dated 26 August 1943) has the following caption: "Flying Officer T.M. Mitchell, veteran of 15 operations on Mosquito bombers over Germany and occupied Europe, has already made two trips to Berlin and is anxious to make more. Mitchell was an instructor in Canada for two years before being posted overseas in November 1942 and has more than 2,000 flying hours in his logbook. His home is at 33 Chester Hill Road, Toronto, Ontario. He has taken part in raids on Eindhoven, Nantes, Trier, Hamburg and centres in the Ruhr in addition to his trips over Berlin." Medal presented by Governor General to next-of-kin, 2 December 1946 (not a wartime casualty and no indication of when or how he died).

This officer has completed many operations as pilot, including the successful low level attack on the Phillip's Work at Eindhoven. Although on several sorties this officer has encountered heavy opposition from the ground defences and once was intercepted by twelve Focke Wulfe 190s, he has invariably continued and completed his mission. He has always shown skill and coolness in pressing home his attacks.

RCAF Press Release No. 5550 dated 29 June 1944 from P/O A.G. Williamson, rewrite by F/O A.F. Tinsley, transcribed by Huguette Oates, reads:

"I LEARNT ABOUT FLYING FROM THAT"

By F/O T.M. Mitchell, DFC, Toronto, Ontario, Mosquito Bomber Pilot

WITH THE RCAF OVERSEAS: -- The posters say, "Careless Talk Costs Lives". How true, as any of the thousands who have been to sea during this war can verify. And in flying, carelessness takes lives and valuable aircraft. I found that out the hard way. Found that it doesn't pay to take things for granted, that one can't afford to be careless when dealing with not only your own life, but others as well, not to mention aircraft costing thousands of dollars.

Have you ever climbed a tree, stood on what appeared to be an exceptionally sturdy branch, proud as a peacock, and then to your dismay heard a cracking sound that indicated you had not been as careful as you might in determining that the branch was firm? If so, you can imagine the sensation that leaves you cold when, in an aircraft made largely of wood, you hear that cracking sound at 7,000 feet, with a lot of space between you and solid ground.

To fledgling pilots, I pass along this tip, and it's right from the horse's mouth, too. Take nothing for granted, don't let the hours in your log book lead you into carelessness. As I mentioned before, I found that it doesn't pay. Not at the cost of any lives, thank goodness, but at the cost of a few years of the ordinary span of life, not to mention a few grey hairs. My log book showed a good total of hours the morning the Chief Flying Instructor asked me to take "H for Harry" up for an

acceptance test. It was nothing out of the ordinary. I'd done the same thing many times before.

I picked up my parachute, and after making a casual inspection of the exterior of the Mosquito, climbed into the cockpit. One of the ground crew, Bob, a rigger, was making the trip with me, and he climbed in after, taking his place in the navigator's seat. I made a detailed inspection of the interior of the cockpit, making sure everything was in order, and saw to it that both my passenger and myself were properly strapped in. I thoroughly tested both Merlin engines, found everything satisfactory, and took off.

It was a beautiful day. The sun was shining brightly and there were only light clouds. As I climbed for altitude, I looked for a fellow instructor, George in "V for Victor", with whom I'd arranged a rendezvous at seven thousand feet. We were to do a spot of formation flying. About fifteen minutes after take-off, George and I were flying in a tight formation at slightly over 7000 feet when suddenly that warning signal in my brain started to buzz. Everything was not as it should be. I began to think that perhaps my ears were playing tricks on me; it just couldn't be. Hadn't I looked over the aircraft and signed for it as being in first class condition? Yet I could hear, over the steady purr of the Merlins, the sound of breaking wood.

At 7,000 feet in an aircraft that the press has dubbed the wooden wonder, you can perhaps appreciate my anxiety. I looked back over my shoulder but could see nothing amiss. Previous flying experience in the Mosquito and the many difficult positions I'd put it in had given me absolute confidence in the aircraft's strength and structure. I knew it's performance, but I began to wonder if somewhere along the line, I'd been careless, had taken things too much for granted, had forgotten the wear and tear can cause difficulties with even the most precise of precision instruments. The cracking continued. And yet, despite the ominous sound, I still had that background of confidence in the aircraft. It seemed impossible to believe that it was 'CRACKING UP IN MIDAIR'.

With as much caution as possible, I eased out of formation and took a look at my passenger. I could see that he was startled. He'd spent enough time grooming Mosquitos for their tasks in enemy territory to sense instantly that everything was not right. His eyes registered both anxiety and disbelief. As casually as I could, though my Adam's apple was choking me, I asked if he had heard anything out of the ordinary. His reply confirmed my own fears. "I'm afraid she's breaking up sir", he said, and I guess I said to myself, "Little Boy, what now?" I cut down my speed to within the limits of safety and began making preparations to bail out. Keeping the aircraft on a straight course, I made certain that Bob was aware of the necessary steps to take when I gave the word to "Hit the Silk". Like all members of ground crew, he'd done his share of flying whenever the chance presented itself and know just what he'd have to do. The fact that he was astoundingly cool, reassured me considerably. I gave my full attention to the controls.

With the reduced roar of the engine the sound of cracking wood seemed even louder and I began to wonder just how much longer the plane would remain intact. But as we were still airborne, the logical move seemed to be to make an effort to get back to base. From twenty miles away, I could pick out the field. Looking back at the fuselage and tail several times, I could see no evidence of anything being seriously wrong, nor could I determine the cause of the cracking sound. I told Bob my intentions, asked him if he was game to try and “set her down”, and said “Okay Boy, here we go”, when he replied that it was fine with him.

As gently as a mother would handle an infant, I nozed “H for Harry” towards the earth, until, at 2,000 feet, I realized that I’d have to make a landing now, even if the aircraft did wrap itself around my shoulders. There was no chance of bailing out. I made one circuit of the field, calling up Control, asking that the airfield be cleared for a crash landing, and thought of the crash tender and ambulance crews rushing for their posts, just in case. At the lowest possible speed, I proceeded to pancake and you can imagine my relief when the aircraft rolled along the runway intact. I taxied around to our dispersal point, switched off, and admittedly a bit shaky, stepped on to terra firma.

Now, of all times, like the fellow who locked the barn after the horse had gone, I began a thorough inspection. Climbing up on to the topside of the starboard wing, I found that a metal strip that fitted parallel alongside the fuselage had loosened. And through the vibration of the aircraft and the call I was putting on its strength, the strip had started to cut into the wooden fuselage creating a sound like many orange crates being run over by a steam roller. Had I given the aircraft the thorough inspection that is the responsibility of all pilots, I might or might not have detected the trouble. Slight at the start, the weakness increased in magnitude at 7,000 feet, resulting in anxious moments for myself and my passenger. I’d been careless once, and got away with it. I won’t be a second time. I learned about flying from that.

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MITCHELL, F/L William Richard (J20559) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 4 August 1921 in Hamilton, Ontario; home in Oakville, (student); enlisted in Hamilton, 26 September 1941. To No.5A Manning Depot, 12 October 1941. To No.3 Manning Depot, 25 November 1941. To No.5 Manning Depot, 8 December 1941. To No.3 ITS, 17 January 1942; graduated and promoted LAC, 14 March 1942; posted to No.5 Manning Depot, 28 March 1942; to No.17 EFTS, 23 April 1942; graduated 20 June 1942 when posted to No.6 SFTS; graduated and commissioned, 6 November 1942. To No.6 SFTS, 13 November 1942; to No.1 Flying Instructor School, 20 November 1942; to No.1 BGS, 6 January 1943. Promoted Flying Officer, 1 May 1943. To “Y” Depot, 10 September 1943. Taken on strength of No.3 PRC, 13 October 1943. Promoted Flight Lieutenant, 6 November 1944. Repatriated 1 June 1945. To No.1 Composite Training School, 12 June 1945. To No.4 Release Centre, 4 September 1945. Retired 13 September 1945. Medal presented 30 November 1949. No citation other than "completed...numerous operations against the enemy in

the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 15 May 1945 when he had flown 26 sorties (158 hours 20 minutes) between 25 October 1944 and 2 March 1945 - not including the raid in which he was shot down.

As Pilot and Captain, Flight Lieutenant Mitchell has invariably displayed a high degree of skill, courage and resolution, qualities which have on more than one occasion enabled him to complete his mission in the face of heavy odds. This officer, who went missing during an operational mission against Chemnitz and who is now reported safe in the United Kingdom, had participated in attacks on some of the most heavily defended targets, including Cologne, Duisburg, Stuttgart and Dusseldorf. He is an ideal leader whose example at all times has been an inspiration to other squadron personnel...

The sortie list was as follows:

25 October 1944 - Homburg (5.10, second pilot)
30 October 1944 - Cologne (6.55)
2 November 1944 - Dusseldorf (6.15)
4 November 1944 - Bochum (5.45)
6 November 1944 - Gelsenkirchen (5.00)
21 November 1944 - Castrop Rauxel (6.05)
27 November 1944 - Neuss (5.25)
30 November 1944 - Duisburg (6.40)
2 December 1944 - Hagen (7.05)
4 December 1944 - Karlsruhe (7.00)
5 December 1944 - Svest [?] (6.35)
6 December 1944 - Osnabruck (5.40)
17 December 1944 - Duisburg (6.45)
24 December 1944 - Dusseldorf (4.20)
28 December 1944 - Opladen (5.55)
29 December 1944 - Trois Dorf (6.20)
30 December 1944 - Cologne (6.15)
13 January 1945 - Saarbrucken (6.45)
14 January 1945 - Gravensbroich (5.50)
16 January 1945 - Magdeburg (7.00)
28 January 1945 - Stuttgart (6.25)
2 February 1945 - Wanne Eickel (5.45)
4 February 1945 - Osterfeld/Bonn (5.30)
7 February 1945 - Goch (6.15)
9 February 1945 - Wanne Eickel (5.50)
2 March 1945 - Cologne (5.50)

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MITCHNER, F/L John Davidson (J16799) - **Distinguished Flying Cross** - No.402 Squadron - Award effective 26 October 1943 as per **London Gazette** dated 9 November 1943 and AFRO 358/44 dated 18 February 1944. Born in Saskatoon, 3 July 1914; Educated in Saskatchewan. Bookkeeper and salesman before the war. Enlisted in Vancouver, 26 October 1940 and posted to No.2 Manning Depot, Brandon. To No.4 SFTS, Saskatoon (guard), 12 December 1940 To No.2 ITS, Regina, 5 January 1941. Graduated and promoted LAC, 7 February 1941 when posted to No.8 EFTS, Vancouver; to No.2 Manning Depot, Brandon, 30 March 1941; to No.10 SFTS, 10 April 1941. Graduated and promoted Sergeant, 22 June 1941. Posted next day to "Y" Depot, Halifax. Arrived in UK on 16 August 1941. To No.55 OTU, 21 August 1941. To No.263 Squadron, 30 September 1941. Promoted Flight Sergeant, 22 December 1941. To No.55 OTU, 13 June 1942. Promoted WO2, 22 June 1942. To No.247 Squadron, 16 July 1942. To No.116 Squadron, 18 August 1942. To No.402 Squadron, 17 November 1942. Commissioned 11 January 1943. Promoted Flying Officer, 12 July 1943. Promoted Flight Lieutenant, 23 August 1943. Attached to No.14 Armament Practice Camp, 1-19 December 1943. To Group Headquarters, 22 February 1944. To No.1 Tactical Evaluation Unit, 24 February 1944. To No.83 Group Support Unit, 12 August 1944. To No.421 Squadron, 13 August 1944; to No.416 Squadron, 28 September 1944; promoted Squadron Leader, 29 October 1944. Attached to No.17 Armament Practice Camp, 2-18 August 1945. Posted from No.416 Squadron, 15 January 1946. Proceeded to Canada on leave from Occupation Force, 24 January 1946. Returned to United Kingdom, 9 March 1946. To No.126 Wing, 20 March 1946. Repatriated via Lachine, 8 April 1946. To No.2 Air Command, Winnipeg, 9 April 1946. Accepted for postwar RCAF (20196), retaining rank of Squadron Leader. To LORAN duties, Hamelin, Saskatchewan, 23 October 1946. To No.2 Air Command, 14 January 1947. To Station Winnipeg, 1 March 1947. To Joint Air School, Rivers, 23 May 1947. To AFHQ, 21 January 1949. Attached to Central Fighter Establishment Day Fighter School, 8 March to 10 May 1949 (Spitfire and Meteor aircraft). To No.1 Air Defence Group (later Air Defence Command), 1 November 1949. To Station Toronto, 2 August 1951 (Staff College). Promoted Wing Commander, 1 September 1951. To No.434 Squadron, 1 June 1952 although course at No.1 (Fighter) OTU, Chatham was 9-27 June 1952 (T-33 and F-86); "Very experienced and above average pilot who converted to T-33 and Sabre aircraft without difficulty". To AFHQ, date uncertain but probably when reclassified as Fighter Control Officer (1 May 1953 following change in medical category). To No.11 Technical Support Unit, Montreal, 4 October 1953. To No.13 Aircraft Control and Warning Squadron, St. Sylvestre, 16 October 1953. Entered Aircraft Controllers Course, Tyndall Air Force Base, Florida, 21 July 1954. To No.11 Aircraft Control and Warning Squadron, St. Denis, 4 November 1954. To Headquarters, Air Defence Command, 2 February 1958. Retired 27 November 1960; died in Penticton, 2 December 1964 as per British Columbia Vital Statistics. Award presented at Buckingham Palace 29 June 1945. Victories as follows (serials given in Chris Shores, **Aces High**, 2nd edition): **17 January 1943**, one FW.190 damaged (BS353); **27 July 1943**, one Bf.109 destroyed plus one Bf.109 damaged (EP601); **5 September 1943**, one Bf.109 destroyed (EP601); **8 September 1943**, one Bf.109 probably destroyed (AR505); **24 September 1943**, one FW.190 destroyed (shared with another pilot) plus one FW.190 probably destroyed (shared with another pilot, both on AR505); **27 September 1943**, one FW.190 probably destroyed (shared with another pilot, EN767); **3 October 1943**, one Bf.109 damaged (AR505); **3 November 1943**, two Bf.109s destroyed (BM211); **25 September 1944**, one Bf.109 destroyed plus one FW.190 destroyed (MK232); **27 September 1944**, one Bf.109 destroyed (MK232); **29 September 1944**, two FW.190s destroyed (ML138); **8 December 1944**, one Bf.109 destroyed (MJ815) For

additional details see H.A. Halliday, **The Tumbling Sky**. RCAF photo PL-43233 (ex UK-20280, 19 April 1945) shows him at base in Belgium where he commanded squadron; sand dunes created by bulldozers serve as dispersal bays. Photo PL-44894 (ex UK-22478 dated 6 July 1945) shows F/L B.T. Gilmour (St. Thomas, Ontario), S/L J.D. Mitchener (Saskatoon) and F/L R.D. Phillip (Toronto) after investiture.

This officer has completed a large number of sorties including several very successful attacks on shipping. He is a most determined and able leader whose confidence in action have proved inspiring in combat. Flight Lieutenant Mitchner has destroyed three enemy aircraft.

MITCHNER, S/L John Davidson, DFC (J16799) - **Bar to Distinguished Flying Cross** - No.416 Squadron - Award effective 6 July 1945 as per **London Gazette** of that date and AFRO 1453/45 dated 14 September 1945. Medal presented 22 February 1947.

This officer has completed many sorties against the enemy since being awarded the Distinguished Flying Cross. He has consistently displayed a high degree of skill and determination and has been responsible for the destruction of ten enemy aircraft. One day in April 1945, Squadron Leader Mitchner led two armed reconnaissances, resulting in the destruction of forty-five motor transport, whilst more than another 100 were damaged. His devotion to duty has been most commendable.

NOTE: Public Record Office Air 2/9086 has recommendation drafted 6 May 1945 when he had flown 348 hours 20 minute, including 120 sorties (186 hours 40 minutes) since his previous award.

Squadron Leader Mitchener has destroyed 10 ½ enemy aircraft and damaged four others. Since receiving the Distinguished Flying Cross he has destroyed six enemy aircraft and led numerous strafing shows against motor transport and gun positions. During the Arnhem push he shot down five Focke Wulf 190s in five days. On April 30, 1945 this officer led two armed reconnaissances, resulting in 45 motor transport destroyed and 106 damaged. Squadron Leader Mitchener accounted for one-fifth of his squadron's total score.

MITCHNER, S/L John Davidson, DFC (J16799) - No.416 Squadron - **Netherlands Flying Cross** - Awarded 1 January 1946 as per **London Gazette** of that date and AFRO 183/46 dated 22 February 1946. Commanded No.416 from November 1944 to January 1946. The unit should perhaps read No.421 Squadron, given that he was with that unit in the period cited below:

This officer has been awarded the Netherlands Flying Cross for distinguishing himself during the operations near Arnhem from September 17 to 25, by deeds of initiative, courage and perseverance and showing in every respect an uncommon devotion to duty and a great tenacity of purpose.

Public Record Office Air 2/9642 has recommendation which reads differently and gives rank as Flight Lieutenant.

This officer is a pilot and flight commander of outstanding ability. During the invasion of Holland, as squadron commander, he participated in many successful sorties in support of the First Airborne Division at Arnhem. During these operations large formations of enemy aircraft were encountered. Flight Lieutenant Mitchner enabled his squadron to destroy at least 18 enemy aircraft, while many more were damaged and probably destroyed. Flight Lieutenant Mitchner himself destroyed five aircraft. Throughout the operations Flight Lieutenant Mitchner set a very fine example.

Training: Interviewed 22 June 1940 when described as "Alert, intelligent, good family background. Gentlemanly. Good pilot officer type. Recommended."

Course at No.2 ITS was 4 January to 4 February 1941. Placed 45th in a class of 165. "Good type, very keen, accustomed to hard work."

Course at No.8 EFTS was 9 February to 29 March 1941. Flew Tiger Moths (28.00 dual, 28.55 solo). Placed 15th in a class of 29. Average in all sequences. Above average in ground work. "Slow but willing."

Course at No.10 SFTS was 10 April to 21 June 1941. Flew 31.10 day dual, 42.35 day solo, , 6.20 night dual, 4.55 night solo. "Steady, reliable pilot - keen and good navigator". Generally deemed average in all categories both air and ground. He had one accident, 15 June 1941, Harvard 2030 (ground looped on landing).

Course at No.55 OTU was 22 August to 29 September 1941. Flew 2.15 day dual, 55.45 day solo; of this, 3.45 on instruments and 31.40 in formation. Also logged 7.45 in Link. Assessed as "Average" in all categories except "Initiative" where "below average". Described as follows: He does not appear to be keen enough and lacks initiative. His attacks are good, but dog-fighting fair. Discipline and punctuality poor."

Notes: Damaged Hurricane IIC BN188, 30 July 1942 with No.247 Squadron, operational flight. "I was ordered on Convoy Patrol at 2125 hours and landed at 2315 hours. My approach was low and I came in with a great deal of throttle at about 100 mph. I held off high and the speed dropped to below 80 mph. To keep from stalling I kept on some throttle, floating well down the runway before touching down. By the time I realized I was about to overshoot it was too late to take off again. I ran off the end of the runway into a fence and up onto the plane's nose and port wing, causing damage to the airscrew and both mainplanes; the undercarriage also was damaged." Accident attributed to lack of night flying experience; controllers also criticised for not recalling him sooner.

Damaged Hurricane IA, V7132, 1 August 1942, with No.247 Squadron. Non-operational, he was doing dusk circuits. On his fourth landing the port undercarriage leg collapsed. He stated

that he had selected undercarriage down; there was no horn until he was down; all lights green. Mechanical failure investigated.

Application for Operational Wing and Bar dated 26 March 1946 stated he had flown on his first tour, 127 sorties (17 November 1942 to 21 February 1944, 193.45 hours) and on his second tour, 121 sorties (14 August 1944 to 8 May 1945, 154.15 hours).

Repatriation form claimed 50 hours on Masters, 150 hours on Hurricanes, seven hours on Whirlwinds, 623 hours on Spitfires and 30 hours overseas on Tiger Moths.

Applying for postwar RCAF, claimed 925.30 operational hours, 353.10 non-operational - 10 ½ enemy aircraft destroyed, 1 ½ probables, five damaged, and about 100 transport destroyed or damaged.

At Central Fighter Establishment Day Fighter School, 8 March to 10 May 1949 (Spitfire and Meteor aircraft) assessed under the following headings: Leadership, Air - Average; Leadership, Ground - Good Average; Tactical Ability - Good Average; Planning Ability - Average; Briefing Ability - Good Average; Flying Ability, General - Average; Navigational Ability - Average; Marksmanship, Air and Air/Cine Camera - Average; Air-to-Ground Firing - Above Average; Bombing - Average; R/P - Good Average; Technical Knowledge - Average; Discipline, Air - Good Average; Discipline, Ground - Good Average. "This officer adapted himself well to the operation of jet fighters which was entirely new to him. He has a keen enquiring mind and is a clear thinker with sound appreciation of air defence problems. With further jet experience will become a valuable Squadron Commander." (W/C G.A. Brown, Commanding Day Fighter Leaders School, countersigned by Air Commodore D.F.W. Atcherley, Commandant, Central Fighter Establishment).

List for aircraft flown and hours, as of 25 May 1951, was as follows: Tiger Moth (56.55), Harvard (149.40), Master (6.35), Hurricane (147.40), Spitfire (814.00), Whirlwind (7.10), Meteor (33.40), Expeditor (72.40), Mustang (68.25), Vampire (17.20), Dakota (22.45), T-33 (45 minutes), Misquito IV (1.00), Sabre (55 minutes) - total 1,379.45.

Selected Assessments: "This officer is exceptionally keen on all his duties. Has very good administrative knowledge and is a fine leader. A very reliable officer, very capable to take the responsibilities and duties of a squadron leader." (S/L G.W. Northcott, 23 February 1944).

"This officer is a natural Squadron Leader. His wide operational experience is desirable at this stage of his squadron deployment. After a tour of at least another 14-18 months recommend this officer be assigned to a Joint Services Staff College course and subsequently employed on staff of a Tactical Group or at Joint Air School on instructional staff." (G/C M.G. Doyle, Rivers, 5 April 1948).

"I have found S/L Mitchener a most pleasant officer with whom to work. He keeps himself well abreast of modern jet fighter aircraft and flying generally. With Staff training and further experience this officer should go far in the service." (W/C F.F. Lambert, Air Defence Group, 20 September 1949).

RCAF Press Release No. 441 dated 17 July 1945 by F/L R.G. Anglin read as follows:

WITH THE RCAF IN GERMANY: -- A gold ribbon with a centred blue stripe will soon have citizens of Saskatoon scratching their heads, familiar as they are with most of this war's decoration won by the city's fighting sons. It's the Netherlands Bronze Cross, and the man wearing it will be Squadron Leader John D. Mitchner, who will shortly relinquish command of the RCAF city of Oshawa Squadron (416) to return home after four years overseas.

The Dutch cross – like his even more recently acquired bar to the DFC – has something to do with five days in September of last year when the Luftwaffe hurled a do-or-die attack on the Nijmegen bridge following the tragic failure of the Arnhem drop. Many of the Luftwaffe's best pilots died or were shot down in the attempt – five of them by Mitchner's Spitfire cannon.

There'll be much genuine mourning among Oshawa squadron ranks, fliers and ground crew, when "Mitch" hits the trail for home. The slightly built, handsome flier from Saskatchewan came to the squadron with an already rapidly-rising reputation, led the City of Oshawa Squadron his first time out to a day none of them will ever forget, and then levelling off his personal score at a satisfactory 10 ½- destroyed stayed with them right through till the end of the war. Whether it was dusting off Hun supply convoys or taking on all other squadrons at close harmony in the mess, "Mitch" and his boys were always in there giving everything they had.

Winning his wings and sergeant's stripes at Dauphin, Manitoba, in June 1941, Mitchner was overseas within two months, but thanks to time lost through illness and posting muddles, didn't get a real start on ops till November 1942, with the City of Winnipeg (402) spit squadron. Much of his first tour from England was under the leadership of the late W/C Lloyd Chadburn, then perfecting the technique of escorting medium bombers safely to and from continental targets. About every tenth trip, the Luftwaffe challenged this Canadian-American fighter-bomber combination, and the Saskatoon pilot knocked down four enemy fighters in support of the "safe conduct" guarantee the Chadburn wing gave to all bombers under its protection.

After a breather, instructing at an OTU in England, "Mitch" started his second tour with the Red Indian Squadron last August in France. A month later, every available Allied fighter plane was thrown into the sky to support the British Army's hold on the Nijmegen bridge. The new man on the Red Indian flying roster proceeded to destroy an Me 109 and an FW 190 within 10 minutes on the first of those five days. Two days later, another Messerschmidt got in his way and regretted it. Nothing happened the fourth day except that the Red Indians just naturally lost Mitchner when the Oshawa squadron found need for a new flight commander.

Every squadron maintains a double complement of pilots who fly in two 224-hour shifts. When the going is heavy, no squadron C.O. can lead his squadron all the time, so the new flight commander found himself in charge of the whole 12-plane formation first time out.

“I was a very nervous man,” confesses Mitch. “I didn’t know what kind of support I was going to get – and neither did the boys!”.

They all found out in short order, as Mitch got two and the squadron totalled seven for the day. “We all got well stuck in that day,” he recalls with a grin.

The then F/L Mitchner found himself with a very dogged Hun on his tail, a Hun who nearly succeeded in keeping Mitch from reversing their positions. “But just as I got him where I wanted him, I took a look over my shoulder and there was a second Hun coming right at me. I said goodbye to No. 1, broke and went after the newcomer. But he had a pal, too.”

Saying good-bye to No. 2, Mitchner decided he had no more time to waste, got his sights on No. 3 and shot this one down in flames. Put-out because the fight was nearly over and he’d only gotten one, the Saskatoon flier found a lone Hun streaking for home. One of the spitfire’s two cannon had jammed by this time, but the other proved sufficient to give Mitchner a second destroyed before he took the jubilant Oshawa formation back to base. Within a month he was made squadron C.O., when S/L John McElroy (J7230) of 196 St., St. Paul, Kamloops, B.C., finished his second tour and went home, a promotion which “Mitch” promptly celebrated by knocking down another Hun while on an armed recce over Neumunster, deep in Germany.

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MITTON, FS Fred Donald (R50256) - **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 6 May 1909. Home in Moncton, New Brunswick; enlisted there 16 October 1939 as Airframe Mechanic. To Rockcliffe, 11 January 1940. Promoted AC1, 29 February 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 15 December 1940. To No.6 SFTS, 16 December 1940. To Embarkation Depot, 5 October 1941; to RAF Overseas, 6 October 1941. Promoted Sergeant, 22 May 1942. Promoted Flight Sergeant, 3 May 1943; repatriated 15 January 1945; released 12 March 1945. Airframe mechanic.

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MIZZEN, F/O Clifford Abner (J43667) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 4 August 1923 at London, Ontario; home there (shipper); enlisted there 19 October 1942. To No.3 Manning Depot, 4 November 1942. Classified for General Duty, 20 November 1942. To No.3 Repair Depot, 22 December 1942. To No.2 Equipment Depot, 8 January 1943. Promoted AC1, 20 February 1943. Promoted LAC, 20

May 1943. Remustered to aircrew, 15 September 1943 when posted to No.3 Manning Depot. To No.4 ITS, 3 October 1943; graduated 14 November 1943 and posted to No.4 SFTS (holding post); to No.3 BGS, 31 December 1943; graduated and commissioned, 24 March 1944; to No.1 Aircrew Graduate Training School, 7 April 1944. Taken on strength of No.3 PRC, Bournemouth, 25 May 1944. Promoted Flying Officer, 24 September 1944. Repatriated 5 August 1945. Retired 19 September 1945. Died in Long Point, Ontario, 18 August 2010. Medal presented 29 May 1947.

Flying Officer Mizzen has completed numerous sorties including attacks on the heavily defended targets of Cologne, Dortmund and Bremen. In February 1945, when his aircraft was detailed to take part in a sortie on Bottrop Welheim, it was attacked by an enemy fighter. By his alertness, Flying Officer Mizzen was able to warn his captain of the danger, and by his skill and accurate fire, he succeeded in damaging the attacking fighter which was seen to dive out of control and explode on the ground. Flying Officer Mizzen has shown outstanding keenness and courage throughout his sorties.

MODELAND, FS Norman Russell (R162554) - **Distinguished Flying Medal** - No.90 Squadron - Award effective 1 September 1944 as per **London Gazette** of that date and AFRO 2373/44 dated 3 November 1944. Born in Winnipeg, 13 November 1922; home in Vancouver (deck hand); enlisted in Vancouver 8 April 1942. To No.3 Manning Depot, 30 June 1942. To No.4 ITS, 26 September 1942; graduated and promoted LAC, 18 December 1942 but not posted to No.5 EFTS until 27 December 1942; graduated 19 February 1943 and posted next day to No.7 SFTS; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 25 June 1943. To RAF overseas, 29 June 1943. Commissioned 30 July 1944 (J88487). Promoted Flying Officer, 30 January 1945. Repatriated 3 May 1945. Released 21 June 1945. Medal presented 29 January 1947. Died in Vancouver, 18 December 1999 as per Vancouver **Sun** but that may be just date of obituary as ancestry website gives 12 December 1999.

In July 1944 this airman was captain and pilot of an aircraft detailed to attack a target near Caen. It was his first operational mission. Whilst over the target area the aircraft was hit by anti-aircraft fire and sustained damage. The elevator trimmer controls were severed, causing the aircraft to go into a steep dive. With great difficulty, Flight Sergeant Modeland regained a measure of control and went on to bomb the target. On the return flight, the strain of keeping the aircraft in level flight became so great that two members of the crew had to assist by pulling the ends of a rope which had been lashed to the control column. Base was finally reached and in spite of difficulties a safe landing was effected. Flight Sergeant Modeland set an excellent example of skill, determination and devotion to duty in most difficult circumstances.

RCAF Press Release No.28 dated 8 September 1944, transcribed by Huguette Mondor Oates, reads:

WITH CANADIANS IN THE RAF: -- The rare distinction of winning the DFM on his first operational flight has come to Flight Sergeant Norman Russell Modeland of Vancouver, RCAF pilot of a Lancaster bomber.

Thanks to a piece of rope and quick thinking, the Canadian not only saved his aircraft from destruction, but the lives of his crew, consisting of five Canadians, an Englishman and a Welshman, all on their first operation.

Modeland, aged 21, son of Mr. and Mrs. S. Modeland, 3339 Twenty-seventh Avenue West, Vancouver, B.C., was approaching a target near Caen when his "Lanc" was hit by flak which cut the elevator trimmer controls and sent the aircraft into a steep dive. With an almost superhuman effort the Canadian regained control and, by using great force on the control column, held the aircraft level until the bombs were away. But the strain was too great for Modeland to keep all by himself. In fact, he would have been justified in giving the "bail out" order. The crew, however, were determined to make their first operational mission a success.

Then came Modeland's great idea. Securing a piece of rope, he lashed it around the control column and told the navigator Flight Sergeant J.F. Hartford, of Port McNicholl, Ontario, and bomb-aimer F/O Ronald G. McKenzie, of Saint John's, N.B. to hold the rope ends and take the strain. This improvised control permitted Modeland to keep level flight until base was reached. There, as he glided in, he maintained an encouraging and confident commentary, and supervised the pull on the rope so ably that the Lancaster landed perfectly.

Born in Winnipeg, Flight Sergeant Modeland joined the RCAF in 1942, trained as a pilot in Canada and reached Britain in July, 1943. He attended the Mord Dyng High School at Vancouver, worked in his vacations as a dock hand, and was a keen sportsman. He played Canadian football for the Mord Dyng High School. Lacrosse for the Canadian Linen Co. team, and basketball for the Guadar Heights United Church team.

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MOE, WO (now P/O) Clifford Norman (R149354/J92256) - **Mention in Despatches** - No.404 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 16 November 1921 in Morrin, Alberta; home there (farmer); educated at East Coulee High School. Enlisted in Calgary 5 February 1942 and posted to No.5 Manning Depot, Edmonton. To No.15 SFTS, Claresholm, 28 March 1942 (guard). To No.2 ITS, Regina, 10 May 1942; graduated and promoted LAC, 4 July 1942 but not posted to No.2 EFTS, Fort William until 2 August 1942; graduated 11 October 1942 when posted to No.11 SFTS, Yorkton; graduated and promoted Sergeant, 5 February 1943. Posted to No.1 GRS,

Summerside, 13 February 1943. To "Y" Depot, 1 May 1943; to RAF overseas, 26 May 1943. Disembarked in Britain, 4 June 1943. To No.3 (Pilots) AFU, 6 July 1943. Promoted Flight Sergeant, 5 August 1943. To No.9 (Coastal) OTU, 14 September 1943. To No.304 Ferry Training Unit, 7 December 1943. Attached to Portreath, date uncertain. Promoted WO2, 5 February 1944. To No.404 Squadron, 3 April 1944. Promoted WO1, 5 August 1944. Commissioned 14 November 1944. Completed 47 sorties (197 hours 30 minutes), 3 April 1944 to 17 March 1945. To No.132 OTU, 30 April 1945. Repatriated 2 August 1945. Released 4 September 1945, returning to farming using service credits to buy farm machinery. RCAF photo PL-42939 (ex UK-19847) shows him at left with navigator P/O W.A. Wade (RAF). Died 13 February 1988 in Delta, British Columbia as per **Legion Magazine** of June 1988.

MOE, P/O Clifford Norman (J92256) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 27 April 1945 as per **London Gazette** dated 8 May 1945 and AFRO 966/45 dated 8 June 1945.

This officer has completed a large number of operational sorties. He has taken part in attacks against enemy destroyers, minesweepers, naval auxiliaries and merchant vessels and on every occasion he has pressed home his attacks with courage and determination. He has obtained many excellent photographs. Pilot Officer Moe has also participated in attacks on enemy shipping in the Bay of Biscay and off the Dutch and Norwegian coasts. In August 1944 he was pilot of an aircraft which attacked four enemy minesweepers in the Bay of Biscay. As he was diving to the attack the starboard engine of his aircraft failed but undaunted this officer pressed home a telling attack and afterwards flew 200 miles safely back to base. At all times Pilot Officer Moe has displayed outstanding skill and devotion to duty.

Public Record Office Air 2/9078 has recommendation drafted by W/C E.W. Pierce, 21 March 1945 when he had flown 47 sorties (197 hours 30 minutes).

Pilot Officer Moe joined this unit on the 3rd of April 1944, and in the eleven months following this, has completed a most worthwhile tour of operations. He has flown 47 sorties of 197.30 operational hours, of which no less than eleven sorties have been anti-shipping strikes. He has taken part in attacks on enemy destroyers, sperrbrechers, mine sweepers, naval auxiliaries and merchant vessels, and on every occasion he has pressed his attacks home with the greatest courage and determination. He has also frequently produced most excellent photographs which have been of very great value in the estimation of the size and type of the target attacked and the damage inflicted on it. He has participated in attacks in the Bay of Biscay, on the Dutch coast and the Norwegian coast, and formed part of a force which was instrumental in sinking two 8,000 ton sperrbrechers and two destroyers on separate occasions.

On August 8, 1944, Pilot Officer Moe was the pilot of an aircraft which attacked

four "M" Class minesweepers in the Bay of Biscay. As he was diving to the attack, the starboard engine failed owing to a technical failure; however, nothing daunted, Pilot Officer Moe continued to press home his attack although he had only one good engine. After completing his attack, he feathered the airscrew of the failed engine over the target and, displaying superb airmanship, he flew safely back to base, a distance of over 200 miles, where he made a skilful landing without further damage to the aircraft.

Pilot Officer Moe has always shown the utmost determination to come to grips with the enemy and to inflict the maximum damage to them. He has always given his leader every support and confidence, and has always pressed his attacks home despite the heaviest opposition, ship-borne and shore-based flak. I highly recommend him for the award of the Distinguished Flying Cross.

Training: Interviewed 24 December 1941 in Calgary by F/O E.A. McLellan who wrote of him, "Seems a satisfactory candidate. Should prove satisfactory in all respects."

Course at No.2 ITS was 10 May to 4 July 1942. Placed 32nd in a class of 100. "This airman is active, cheerful and likes hard work. He cooperates well and should make a good pilot. He was keen and alert on the course and has a great desire to fly and should succeed."

Course at No.2 EFTS was 2 August to 25 September 1942 (Tiger Moths, 30.10 day dual, 32.55 day solo, 4.45 night dual, 30 minutes night solo - seven hours on instruments, ten hours in Link, and needed 9.25 dual to first solo). Placed ninth in a class of 16. "An excellent student in all respects."

Course at No.11 SFTS was 12 October 1942 to 5 February 1943 (Cranes, 70.20 day dual, 67.00 day solo, 8.15 night dual, 10.10 night solo - of these hours, 17.55 in formation, 26.00 on instruments. Took 6.10 dual to first solo). Placed 21st in a class of 52. "A steady, capable pilot - shows good judgement and is very reliable with no outstanding faults." (S/L J.D. Somerville).

Course at No.1 GRS was 15 February to 16 April 1943 on Anson aircraft (40 hours 25 minutes, all by day). Courses in DR Navigation Intermediate (81/100), DR Navigation Final (239/300), DR Navigation Airwork (213/300), Reconnaissance (143/200), Reconnaissance Airwork (61/100), Astro Navigation (76/100), Compasses and Instruments (136/200), Meteorology (121/200), Signals (63/100), Coding (58/100), Ship Recognition (147/200), Photography (72/100) and Visual Signals (Pass). "Average - a conscientious willing student, but of only average ability. His results would have been improved had he not wasted quite so much time before asking assistance when faced with some problem beyond his reasoning capabilities. With some experience he will make a sound GR navigator."

Course at No.18 (Pilots) AFU was 6 July to 14 September 1943 on Oxford aircraft (4.05 day dual to first day solo, 19.25 day dual, 28.45 day solo, 45 minutes night dual to first night solo, 11.20 night dual, 19.45 night solo - of this, 5.30 on instruments). Logged 5.30 in Link. In the middle,

attended No.1533 Beam Approach Training Flight (10-14 August 1943) for ten hour course on Oxfords. "A sound and reliable pilot. If he were more forceful it would improve him as a leader." (G/C F.G. Argyle Robinson, 14 September 1943.)

Course at No.9 (Coastal) OTU was 14 September to 25 November 1943. Flew Beaufort aircraft (1.30 day dual to first day solo, 10.45 day dual, 6.30 day solo, 2.15 night dual to first night solo, total 2.15 night dual, 30 minutes night solo) and Beaufighter (1.45 day dual to first day solo, 4.05 day dual total, 36.20 day solo - 3.10 on instruments, 1.05 in formation. Also logged 15 hours five minutes in Link. Fired 4,958 rounds of .303 and 483 rounds of 20-mm ammunition. Flying tests in General Flying (300/400), Applied Flying (150/200), Instrument Flying (188/200), Night Flying (75/100); also scored 38/50 in Link. Ground examinations in Airmanship (243/300), Armament (246/300), Meteorology (64/100), Ship Recognition (168/200) and Signals (77/100). "This pilot should do well. His results have been consistently good." (W/ G.H. Denholm, Chief Instructor, 5 December 1943.

Notes: Involved in accident with No.1 Overseas Aircraft Delivery Unit. Portreath, 4 February 1944 with Beaufighter TFX, NE380, 0930 hours. His crew was Sergeant W. Wade (1376488). At the time, Moe had 75 hours on type, 400 hours on all types. He described the accident as follows:

At 0900 hours on running up of engines my starboard engine coughed and spluttered, so I taxied back from take off to "D" site. It was then discovered that the starboard air intake had come loose. I had the ground crew replace this and again run up my engines and found them satisfactory. I then taxied out and took off. While opening throttles on take off, my starboard motor spluttered and so I closed my throttles completely, and found on again opening them my engines were satisfactory. On reaching the height of approximately one hundred feet my starboard engine again spluttered and I found I could not climb further so I decided to turn back to the aerodrome. In taking a turn to do this, I lost considerable height.

On looking out the port wing dropped and unable to regain control, I crashed landed on the grass side of the aerodrome. The aircraft caught fire immediately, but my crew and myself were able to escape.

Investigating officer concluded:

It is not possible to establish the cause of the loss of power in one engine at this time, but it might well have been due to plugs oiling up, although the evidence pointing to this is in no way conclusive.

Involved in accident with Beaufighter NE761 aqt 1035 hours, 6 August 1944, following operational sortie with Warrant Officer W.S. Langley (R115558). At the time he had 160 hours on Beaufighters, 485 hours on all types. He described the incident as follows

I have the honour to report that on August 6th after returning from an operational trip and while making a landing I made a heavy landing causing the port tyre to burst. To ensure the safety of the aircraft and the crew, I did an overshoot. On the second attempt to land, I approached at a slow speed, and made a safe and smooth landing. Due to the port tyre having burst on the first attempt to land, when the aircraft touched down, a swing to port began and the aircraft went off the runway, causing a strain to the undercarriage. I attempted to control the swing but was not able to.

The reason, in my estimation, why I made the first landing heavy was because I had to approach and land facing into a rather low, bright sun. I corrected for this on the subsequent landing.

Investigations concluded that he should be given the benefit of the doubt.

On repatriation he signed a form (23 July 1945) giving his flying as 197 hours 30 minutes on operations and 250 hours 15 minutes non-operational. He gave his flying times as follows: Oxford (70 hours), Beaufort (20), Beaufighter (349), Anson (9.30) and Mosquito (70 minutes). RCAF Press Release No.6777 dated 28 September 1944 from F/O T. Mosher, transcribed by Huguette Mondor Oates, reads:

WITH RCAF IN COASTAL COMMAND: -- A twin-engined Bristol "Beaufighter" is an extremely difficult aircraft to fly on one engine. As a sort of dress rehearsal, therefore, against the day when they may have to limp home from an attack with only one power plant turning over, Beaufighter pilots spend a certain amount of time, during "local flying" alternately shutting off one engine, then the other, and fighting the craft's tendency to spin.

Warrant Officer Clifford (C.N.) Moe, of Morrin, Alberta, flies a Coastal Command Beaufighter on anti-shipping strikes with his squadron, the RCAF "Buffalos". Courageous pilot that he is, Clifford Moe nevertheless did not fancy flying a "Beau" with one engine. An added reason for his reluctance was that his port-side engine was occasionally unpredictable in its performance. He would not rehearse this one-engine flying. His flight commander was worried.

On August 8th, the squadron attacked four enemy minesweepers in Fromentine Harbor on the French coast. At the height of the attack, a flak burst caught Warrant Officer Moe's aircraft in the starboard engine. He broke away and flew home, landing at a British base.

"It was a grim trip," he related, "I got in all my one-engined practice at once. When I landed I remembered that the engine put out of commission by flak had been my good one, and I had come back on the dud engine." The moral?

Warrant Officer Moe now practices one-engine flying !

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MOFFATT, F/O John Eric (J36074) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 20 August 1921 in Lethbridge; home there (grocery clerk and air engineer at High River, 1939-1940, having studied Aeronautics at Institute of Technology and Arts, Calgary, 1939); enlisted Calgary, 22 July 1942. To No.3 Manning Depot, 25 August 1942. To No.11 SFTS (guard duty), 9 October 1942. To No.2 ITS, 6 February 1943; graduated and promoted LAC, 17 April 1943); posted that date to No.15 EFTS; graduated 11 June 1943 and posted next day to No.39 SFTS; graduated and commissioned, 1 October 1943. To "Y" Depot, 15 October 1943; reported to No.3 Personnel Reception Centre, 31 October 1943, but date of embarkation from Halifax is given as 1 November 1943. Disembarked in Britain, 9 November 1943. To No.11 (Pilots) AFU, 30 December 1943. Attached to No.1534 Beam Approach Training Flight, 8-22 February 1944. Promoted Flying Officer, 1 April 1944. To No.22 OTU, 4 April 1944. To No.61 Base, 21 June 1944. Attached to No.1664 Conversion Unit, 21 June to 25 July 1944. To No.434 Squadron, 25 July 1944. Embarked for Canada, 21 December 1944. Repatriated via Lachine, 22 December 1944. To No.2 Air Command, Winnipeg, 31 December 1944. To No.7 Release Centre, Calgary, 22 March 1945. Retired 26 March 1945. Died 19 May 1983 at Lethbridge, Alberta as per **Legion Magazine** of September 1983. Medal 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 courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 19 December 1944 when he had flown 33 sorties (165 hours 30 minutes), 28 July to 2 November 1944.

Flying Officer Moffatt has completed a tour of operations, the majority of which were attacks against heavily defended German targets. Throughout his tour he has displayed skill, keenness, and devotion to duty. He has always pressed home his attacks with great tenacity, his fine offensive spirit being worthy of emulation by other crews in the squadron.

The sortie list was as follows:

28 July 1944 - Hamburg (5.25, second pilot)
3 August 1944 - Foret de Nieppe (4.10)
4 August 1944 - Bois de Casson (4.50)
7 August 1944 - La Hogue (4.00)
8 August 1944 - Foret de Chantilly (5.25)
10 August 1944 - La Pallice (4.00)
12 August 1944 - Brunswick (5.45)
14 August 1944 - Falaise (4.55)
15 August 1944 - Soesterburg (3.50)
16 August 1944 - Kiel (5.20)
25 August 1944 - Brest (4.40)

29 August 1944 - Diversion (5.15)
31 August 1944 - Ile de Cezembre (4.45)
6 September 1944 - Emden (4.35)
11 September 1944 - Castrop Rauxel (5.00)
12 September 1944 - Dortmund (4.55)
15 September 1944 - Kiel (6.25)
17 September 1944 - Boulogne (4.05)
18 September 1944 - Domburg (4.05)
20 September 1944 - Calais (3.10)
25 September 1944 - Calais (4.05)
26 September 1944 - Calais (4.05)
27 September 1944 - Sterkrade (5.25)
6 October 1944 - Dortmund (6.00)
9 October 1944 - Bochum (5.50)
14 October 1944 - Duisburg (5.40)
14 October 1944 - Duisburg (6.25)
15 October 1944 - Wilhellmshaven (4.55)
25 October 1944 - Homburg (5.00)
28 October 1944 - Cologne (5.40)
30 October 1944 - Cologne (5.35)
1 November 1944 - Oberhausen (6.25)
2 November 1944 - Dusseldorf (5.50)

Notes: Application for Operational Wing dated 14 November 1944 stated that he had flown 32 sorties (169 hours 45 minutes), 23 July to 2 November 1944.

Repatriation Form dated 11 December 1944 gave operational flying time overseas as 168 hours, training time 238 hours 45 minutes. He stated that at No.11 (Pilots) AFU he had flown 30 hours on Oxfords; at Beam Approach Training Flight, 21 hours; at No.11 (Pilots) AFU again, a further ten hours; at No.22 OTU, 86 hours 45 minutes on Wellingtons; at No.1664 Conversion Unit, 44 hours on Halifax aircraft; at No.434 Squadron, 215 hours on Halifax aircraft.

Training:

At No.2 ITS he was eleventh in a class of 92.

At No.15 EFTS he placed first in a class of 24. Flew Tiger Moths (7.45 dual to first solo, 35.45 day dual, 40.10 day solo, 4.00 night dual, 3.05 night solo - of this 9.50 on instruments). Logged eleven hours in Link. Navigation flying shown as 4.05 dual and 4.15 solo.

Course at No.39 SFTS was 14 June to 1 October 1943. Flew Oxford aircraft (7.55 day dual to first day solo, 73.55 total day dual, 60.10 day solo, 2.50 night dual to first night solo, 11.25 total night dual, 9.35 night solo; he also flew 23.45 as passenger. Of these times, 14.40 in formation and 30.35 on instruments. Also logged 25.30 in Link. Described as "Not Suitable" for fighters or

army cooperation, "Moderately Suitable" for bombers, flying boats, and "Definitely Suitable" for general reconnaissance or as an instructor.

Course at No.11 AFU was 12 January to 3 April 1944. Flew Oxford aircraft (3.15 day dual to first day solo, 25.30 total day dual, 18.40 day solo; 1.20 night dual to first night solo, 5.20 total night dual, 10.30 night solo and 3.50 night with a safety pilot. Flew 20.10 on Beam Approach training, 5.25 on standard instruments, and logged twelve hours in Link. Flying Tests in General Flying (240/400), Applied Flying (140/200), Instrument Flying (135/250), Night Flying (58/100) and Link (30/50). "A pilot of good average ability day and night. He tries hard but generally lacks polish."

His Beam Approach course was 8-22 February 1944 (7.30 in Link in addition to 20.10 in Oxford). Assessed on Beam Approach Procedure (136/200), Receiver Operation (60/100), Instrument Flying (165/250), Cloud and Night Flying (165/250), and General Application of Beam Approach Flying (132/200). "A very keen pupil but jerky on controls. Generally of a high average standard."

Course at No.22 OTU was 4 April to 13 June 1944. Flew Wellington aircraft - 5.45 day dual to first day solo, 6.25 total day dual; 6.40 day with a captain, 34.00 day solo; 4.35 night dual to first night solo; 5.20 night with a captain, 29.45 night solo. Of these times, 25.30 on instruments; also logged 13 hours five minutes in Link. Total flying at OTU, 86 hours 45 minutes. Took part in one Bullseye exercise, four fighter affiliation drills, and one night interception exercise. Ground Examinations in Airmanship (273/300), Armament (288/300), Meteorology (56/100), Navigation (176/200_ and Signals (81/100). Air tests in General Flying (250/400), Applied Flying (130/200), Instrument Flying (160/200), Night Flying (65/100) and Link (35/50). "A very keen and efficient ex-AFU pilot. He has shown himself very capable in conversion and operational flying. He is very interested in all his work, and keeps his crew well in hand. His pre-flight planning and cooperation are above the average. Being the best crew on the course, they have set an excellent example. He showed interest in Fighter Affiliation exercises which were carried out well, and they also did one good Bullseye exercise. He has not volunteered for PFF but should be suitable at a future date."

At No.1664 Conversion Unit, his crew were himself, J13069 F/O C.F. Genereaux (navigator), J36220 P/O A.W. Kowatsch (bomb aimer), R155437 FS L.G. McGirr (WOP), 1896032 Sergeant C.C. Mayton (flight engineer), R104066 WO2 J.A. MacDonald (mid-upper gunner) and R215422 Sergeant D.N. Schultz (rear gunner). Overall they were assessed as "a good average crew - should cope all right on operations." Moffat himself was trained by a F/L P.E. Spence. The training curriculum was as follows:

1. Familiarization.
2. Dual circuit and landing.
3. Dual, circuits and landings, overshoot procedures.
4. Dual, three-engine flying, to include one demonstration landing and at least one landing with pupil at controls before going solo.
5. Solo, circuits and landings.

6. Dual check including overshoot procedures.
7. Solo, circuits and landings, three-engine flying.
8. Solo, circuits and landings, three-engine flying, standard beam approach practice.
9. Dual, three-engine landings and overshoots, two-engine flying.
10. Solo with complete crew; bombing, W/T practice, Gee and map reading.
11. Solo, complete crew, air-to-air firing and general practice.
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, completed in two nights with a check dual on second night prior to going 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 summary of Heavy Conversion Unit training was as follows:

8 July 1944 - with F/L Spence - Exercises 1, 2, 3, 4 - 2.40 day dual - "Flies well on three engines - good circuit and landing. Average pilot. Has trouble taxiing."

10 July 1944 - with F/L Spence - Exercises 3 and 5 - 1.45 day dual, 1.15 day solo - "Tries hard - a good captain. Good circuits and landing. Very keen and good three-engines landing and feathering."

11 July 1944 - with F/L Spence - Exercises 6 and 7 - 50 minutes day dual and 1.55 day solo - "Very good circuits and overshoots."

12 July 1944 - with F/L Spence - Exercises 8 and 9 - 1.40 day dual and 1.45 day solo - "A good average pilot and captain."

14 July 1944 - no instructor - Exercise 10 - three hours day solo.

15 July 1944 - no instructor - Exercise 11 - 3.10 day solo.

15 July 1944 - F/O Cook instructing - Exercises 15 and 16 - 1.45 night dual, 2.15 night solo.

16 July 1944 - no instructor - Exercise 14 - 3.35 night solo - "No trouble with night conversion." (Cook).

17 July 1944 - no instructor identified - H2S demonstrations - two hours day flying.

17 July 1944 - no instructor identified - Exercises 12 and 13 - 2.20 day dual, 1.50 day solo.

18 July 1944 - no instructor - Exercise 17 (H2S) - 4.45 night solo

19 July 1944 - no instructor - Exercise 18 (H2S) - 5.00 night solo

23 July 1944 - no instructor - Exercise 19 (H2S) - 4.55 night solo.

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MOFFAT, F/L Lorne Caldwell (J21848) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 21 December 1917 in London, Ontario; home in Regina (projectionist); enlisted in Winnipeg, 10 November 1941. To No.2 Manning Depot, 10 December 1941. 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, 23 May 1942 but not posted to No.19 EFTS until 4 July 1942; graduated 29 August 1942 when posted to No.12 SFTS; qualified as pilot on 18 December 1942 and commissioned but not posted away until 8 January 1943 when sent to No.1 Flying Instructor School; to No.11 SFTS, 8 March 1943; promoted Flying Officer, 18 June 1943; to No.18 SFTS, 5 September 1943. To "Y" Depot, 29 February 1944; to No.3 Personnel Reception Centre, 25 March 1944. Promoted Flight Lieutenant, 18 December 1944. Repatriated 5 August 1945; released 13 September 1945. Died in Prince Albert, Saskatchewan, 1949. Medal sent by registered mail 30 December 1949. RCAF photo PL-44103 (ex UK-21482 dated 17 May 1945) shows two members of Bison squadron when they had just flown returning POWs from Juvincourt to England; Premier T.C. Douglas at left; centre is F/L L.C. Moffatt (Prince Alberta) and F/L H.A.M. Humphries (Saskatoon). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 18 April 1945 when he had flown 28 sorties (188 hours 30 minutes), 26 December 1944 to 16 April 1945.

Flight Lieutenant Moffat has participated in twenty-eight sorties against enemy targets, most of which have been attacks on industrial Germany. A highly efficient pilot and captain of heavy bomber aircraft, he has displayed outstanding ability, keenness and zeal at all times. Capable and reliable, this officer has always pressed on to the target with great courage and determination in spite of strong enemy defences. He has maintained a high standard of efficiency and daring and has made a valuable contribution to the squadron's successes.

It is considered that Flight Lieutenant Moffat's ability, fortitude and devotion to duty, combined with an exemplary fighting spirit, fully merit the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

26 December 1944 - St. Vith (5.55)

28 December 1944 - Opladen (5.50)
29 December 1944 - Oberlar (7.05)
30 December 1944 - Cologne (6.25)
2 January 1945 - Ludwigshaven (8.00)
5 January 1945 - Hannover (6.05)
6 January 1945 - Hanau (7.45)
13 January 1945 - Saarbrucken (7.45)
14 January 1945 - Grevenbroich (6.25)
16 January 1945 - Magdeburg (6.45)
28 January 1945 - Stuttgart (7.25)
1 February 1945 - Mainz (6.55)
2 February 1945 - Wanne-Eickel (5.15)
7 February 1945 - Goch (7.00)
13 February 1945 - Bohlen (8.20)
17 February 1945 - Wesel (6.30)
20 February 1945 - Mannheim (7.05)
23 February 1945 - Essen (6.15)
27 February 1945 - Mainz (6.55)
7 March 1945 - Hemmingstadt (5.55)
8 March 1945 - Hamburg (6.05)
9 March 1945 - Gardening, Oslo (7.35)
11 March 1945 - Essen (6.10)
13 March 1945 - Wuppertal (5.45)
4 April 1945 - Gardening, Oslo (6.55)
9 April 1945 - Gardening, Kiel (5.45)
13 April 1945 - Gardening, Kiel (6.25)
16 April 1945 - Schweindorf (8.15)

Application for Operational Wing dated 24 June 1945 states he had flown 28 1/3 sorties (208 hours 50 minutes), 26 December 1944 to 10 May 1945.

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MOFFATT, FS Roy Weldon (R203649) - **Distinguished Flying Medal** - No.427 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 23 September 1923 in Regina; home there (salesman); enlisted there 19 November 1942. Granted Leave Without Pay until posted to No.2 Manning Depot, 1 March 1943. To No.3 WS, 17 April 1943; promoted LAC, 19 May 1943; to No.2 BGS. 11 February 1944; graduated 27 March 1944 and promoted Sergeant. To "Y" Depot, 10 April 1944; to No.3 Personnel Reception Centre, Bournemouth, 24 April 1944. Repatriated 13 June 1945. Released 8 November 1945. Medal presented 6 September 1947. In 2005 he was a member of a delegation of Canadian veterans to the Netherlands commemorating the liberation of that country. 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 27 sorties (171 hours 45 minutes), 26 December 1944 to 10 May 1945 (including three "Exodus" sorties, 8-9-10 May 1945).

Flight Sergeant Moffat has completed twenty-seven operations and one hundred and seventy-one hours operational time on his first tour, completely on heavily defended German strategic and mining targets. His work has been outstanding as wireless operator, and his co-operation, coolness and devotion to duty has contributed in a large measure to the success of the many sorties he has completed. His operational dash and cheerful confidence has instilled a high standard in his crew.

The sortie list was as follows:

26 December 1944 - St. Vith (6.50)
28 December 1944 - Opladen (5.55)
29 December 1944 - Oberlar (6.25)
30 December 1944 - Cologne (6.35)
2 January 1945 - Ludwigshafen (7.45)
5 January 1945 - Hanover (5.50)
6 January 1945 - Hanau (6.40)
13 January 1945 - Saarbrücken (7.45)
14 January 1945 - Gladbach (6.35)
16 January 1945 - Magdeburg (6.40)
28 January 1945 - Stuttgart (7.00)
1 February 1945 - Mainz (7.10)
2 February 1945 - Wanne Eickel (6.20)
4 February 1945 - Gardening (5.20)
7 February 1945 - Goch (6.30)
14 February 1945 - Gardening (7.00)
21 February 1945 - Worms (7.15)
25 February 1945 - Gardening (6.20)
3 March 1945 - Gardening (5.55)
11 March 1945 - Essen (6.05)
22 March 1945 - Hildesheim (5.45)
4 April 1945 - Gardening (7.05)
7 April 1945 - Kiel Bay (5.32)
21 April 1945 - Gardening (6.10)
8 May 1945 - Exodus (4.25)
9 May 1945 - Exodus (5.35)
10 May 1945 - Exodus (5.30)

The following recollection was posted by the "Memory Project":

During the 1930s when I was a kid, I was interested in aircraft. And we lived close to an airport, and I built model airplanes and went to the local armoury on Saturday morning and we were able to fly them. And as I got older, I became interested in electronics, and when war came, I thought, well, I'm not old enough to get in the air force yet, but I will when I am old enough.

And of course, I built electronic devices, amplifiers and radio receiver and such. And well, they wanted me to be a pilot, I thought, well, there's an awful lot of unemployed pilots and they don't get paid very much when they do work. And I thought if I went to communications, I might learn something I can use after the war. And I talked my way into wireless school rather than take pilot training.

I went to No. 3 Wireless School in Winnipeg. And I learned the Morse Code and a little bit of electronics and then took my gunnery training in Mossbank, Saskatchewan and was posted to Lachine [Quebec] and went overseas. We were dispersed a little bit to different Operational Training Units where we met the people we would be crewed up with, which was just sort of a procedure where they put you in an empty hangar and there's pilots and navigators and bomb aimers and wireless operators and gunners, and they sort of team up together. A pilot walked up to me, he had three rings on his jacket and I thought, well, I hope he asks me and he did and that turned out pretty good because he already had 3000 hours flying. And I figured he isn't just some new guy out of flying school. If I'm going to be flying, I'm with a pilot that knows something and has survived this long.

So it went on. We finished that. We went to a conversion unit and went to heavy bombers and started our tour. We started operations. The first operation was on New Year's Day of 1945 and when we were coming back home, it was an easy trip. It was just on the border, a place called St. Vith [Belgium], right on the border between France and Germany. So we didn't actually get into an area where there was any fighting, and on returning we were diverted up to the top, our normal place, our home field was in North Yorkshire, and because of the weather conditions there, we went up to Scotland, and it was a well known airport to the people in coastal command. I was amazed when we got there. There were all these [B-24] Liberators there. And of course, I didn't know much about what was going on, but they had all been, they were retired aircraft and it was a bone yard.

Anyway, first thing in the morning, we got the weather broadcast or the weather forecast and we couldn't go home that day, so we stayed up there for three days before we were able to go home. It was interesting. The place was named Tain, and there's a whiskey distillery there. But we didn't get to sample the product. I only looked out twice, only looked outside twice on the bomber operations. Well, I didn't have a window. There was a provision for a window, but both sides

of the glass were painted over with black.

I'd be watching my radar for what the aircraft around us were doing and if I saw something strange, if I saw an aircraft approaching us, well, I would just mention it to the rest of the crew and they would try and find it visually. Now, on one occasion, and this was in April 1945, just before the end of the war, I saw this spot coming in close to us and I didn't think it was one of ours because there was only six of us went on that mission. And I didn't think it was ours, one of our aircraft, and I told gunners, "Hey, I've been watching him from five miles out and he's getting close." And finally one of the mid-upper gunners said, "I can see that." And he said, "I think it's a German." And it turned out to be Messerschmitt [Bf] 109, and he just came to our level and flew along beside us for about five minutes. And then he saluted and peeled off. Well, two weeks later, the war was over. He probably didn't want us firing at him.

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MOFFIT, F/L Barry Haig (C1170) - **Air Force Cross** - No.5 Squadron (Canada) - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Toronto, 9 January 1920. Enlisted in Ottawa, 9 October 1939. Sank **U-630** on 4 May 1943 (56 degrees 38 minutes north, 42 degrees 32 minutes west) for which he received DFC. AFC presented by Governor General, 16 April 1943. Remained in postwar RCAF and rose to Group Captain. Appointed Air Attache to Warsaw, June 1961. To CFHQ, Ottawa, August 1964 as Director of Maritime, Training and Transport Requirements. Died in Stony Creek, Ontario, 29 July 1992 as per **Airforce Magazine**, issue of April-May-June 1993; obituary notice mentioned he had risen to Colonel (Group Captain); had been active in SACLANT, NORAD, and diplomatic service to Poland. Photo PL-100764 is portrait taken in August 1954. The following citation found in Governor General's Records, RG.7 Group 26, Volume 57, file for 1943.

This officer has displayed unbounded enthusiasm and keen devotion to duty. He has a total flying time of 725 hours, 614 of which have been in 62 operational flights on anti-submarine and coastal patrol work. His efforts in this direction have been untiring and he has set a consistently high standard for the other members of the squadron.

MOFFIT, S/L Barry Haig, AFC (C1170) - **Distinguished Flying Cross** - No.5 (BR) Squadron - Award effective 5 October 1943 as per **London Gazette** of that date and AFRO 2258/43 dated 5 November 1943.

This officer has been flying on anti-submarine patrol duty for approximately thirty-two months and has at all times displayed excellent leadership and skilful flying in the performance of his duties. While on convoy escort duty three enemy submarines were sighted and two submerged before an attack could be made. The third, however, was attacked with depth charges and destroyed. By the

alertness and action of this officer and his crew one unit of the enemy's striking force was destroyed and attacks on our shipping were prevented by the others being forced to submerge. This officer has maintained a high standard of enthusiasm and efficiency in anti-submarine patrol in the face of all types of North Atlantic weather.

NOTE: Report of sinking of **U-630** states that it involved Canso "W" of No.5 (BR) Squadron, position 56° 38'N 42° 32'W, time 1758 GMT. Others in crew were F/O J.H. Hooper (second pilot, Mentioned in Despatches), Flight Sergeant L.A. Hunt (navigator, Mentioned in Despatches), Warrant Officer C.E. Spence (first WAG, awarded DFC), Flight Sergeant P.A. Corbett (second WAG, Mentioned in Despatches), Sergeant W. Bedwell (first Engineer, Mentioned in Despatches) and Corporal K. Knelson (second Engineer, awarded DFM). Assessment at the time was "Probably Damaged". Narrative of action as follows:

The aircraft, camouflaged white, was on convoy escort duty when submarine was sighted. The visibility was five miles in haze with 10/10ths cloud at 2,000 feet. The wind was 70 knots from 270 true.

Blip appeared and disappeared at regular intervals of a few seconds on the ASV, showing seven miles, 25 to port. The aircraft homed onto the blip and at two and one-half miles visual sighting was made by First Engineer. The U-boat was on a course of 340 true 10 port of aircraft, cruising at six to eight knots. The aircraft went in to attack immediately from the 12:30 o'clock position.

Four 250-lb torpex depth charges, set to 22 feet, spaced for 35 feet, were dropped from 75 feet at 150 knots. Four persons were observed on U-boat deck. The first depth charge fell ahead and slightly to starboard, the second and third falling on the port side, one at eight feet and the other at twelve feet from the hull, placed fore and aft of the conning tower. The fourth was seen to drop on starboard side slightly forward of the conning tower. Two explosions on the port side lifted the U-Boat to fully surfaced position for five to ten seconds. The U-Boat was seen to sink horizontally without any forward motion. Oil was seen immediately accompanied by timber. The oil patch was 200 feet wide and 800 feet long. The aircraft left the scene of attack half an hour later.

The diary of Station Gander under date of 27 February 1943 has the following entry:

Two aircraft on patrol. The weather closed in and a 606 was sent to the aircraft. The weather assumed blizzard proportions and it was considered unsafe for the aircraft to land at this aerodrome. At 1600 hours F/L B.H. Moffitt, AFC and crew in Canso K were heard overhead. The ceiling was about 100 feet with very little forward visibility. Tower instructed Canso K to proceed to Mont Joli, and the aircraft laconically responded by requesting permission to taxi up the runway as it had already landed. F/L Moffitt gave a superb exhibition of piloting by landing

perfectly under difficult conditions. The other aircraft landed at Mont Joli.

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MOHER, F/O Daniel Logan (J17713) - **Distinguished Flying Cross** - No.105 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 4 June 1918 at Peterborough, Ontario; home in Mimico. Served in Royal Canadian Artillery; enlisted in RCAF 9 January 1941 in Toronto and posted to No.1 Manning Depot. To No.1A Manning Depot, 29 January 1941. To No.5 SFTS (guard), 2 March 1941. To No.3 ITS, 3 May 1941; graduated and promoted LAC, 8 June 1941 when posted to No.4 AOS; graduated 1 September 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 11 October 1941; to No.2 ANS that date; graduated 10 November 1941. To "Y" Depot, 11 November 1941. To RAF overseas, 12 December 1941. Commissioned 12 May 1943. Promoted Flying Officer, 12 November 1943. Repatriated 14 May 1945. To No.19 SFTS, 27 June 1945. To No.4 Release Centre, 7 September 1945. Promoted Flight Lieutenant, 10 September 1945. Released 19 September 1945. Medal presented 22 June 1949. Died in Mimico, Ontario, 15 August 1988. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8823 has recommendation dated 18 August 1944 when he had flown two tours and 56 sorties (199 hours) as follows:

First Tour

17 June 1942 - St.Nazaire (6.30)
18 June 1942 - GARDENING, Frisians (3.45)
21 June 1942 - GARDENING, Frisiens (4.00)
22 June 1942 - Emden (.45)
25 June 1942 - Bremen (1.30)
27 June 1942 - Bremen (5.10)
29 June 1942 - Bremen (4.50)
6 July 1942 - GARDENING, Lorient (5.30)
8 July 1942 - Wilhelmshaven (4.15)
9 July 1942 - GARDENING, Frisiens (3.45)
21 July 1942 - Duisburg (4.10)
23 July 1942 - Duisburg (1.45)
26 July 1942 - Duisburg (4.15)
27 July 1942 - Hamburg (5.55)
5 August 1942 - Essen (2.15)
6 August 1942 - Duisburg (3.35)
2 October 1942 - Krefeld (6.00)
5 October 1942 - Aachen (5.05)
23 October 1942 - Krefeld (3.00)
31 October 1942 - Emden (5.05)
9 January 1943 - GARDENING, Frisiens (4.50)
23 January 1943 - Lorient (6.10)

28 January 1943 - Lorient (7.05)
13 February 1943 - Lorient (6.50)
14 February 1943 - Cologne (6.00)
19 February 1943 - Wilhelmshaven (6.20)
24 February 1943 - Wilhelmshaven (5.20)
27 February 1943 - GARDENING, Frisiens (4.15)

Second Tour

* Marking

** Marking, Day

13 June 1944 - Munchen (3.04)
14 June 1944 - Douai (2.36)*
17 June 1944 - Montdidier (2.53)*
21 June 1944 - Domleger (2.32)*
24 June 1944 - Les Hayon (2.18)**
25 June 1944 - Montorgueil (2.06)**
27 June 1944 - Scholven (3.04)
30 June 1944 - Oissmont Neuville (2.48)**
3 July 1944 - Homburg (2.54)
5 July 1944 - Watten (2.03)*
6 July 1944 - Schloven (2.49)
7 July 1944 - Caen (2.44)**
9 July 1944 - Mont Candon (2.21)**
18 July 1944 - Vaies MY (2.42)**
20 July 1944 - Courtrai (2.18)*
24 July 1944 - L'Hey (1.41)*
25 July 1944 - Wanne Eickel (3.11)*
28 July 1944 - Foret de Nieppe (1.55)*
31 July 1944 - Oeuf en Tereedes (2.50)*
1 August 1944 - Le Nieppe (1.41)**
2 August 1944 - Foret de Nieppe (2.30) Day
5 August 1944 - St.Leu d'Esserant (2.33)**
8 August 1944 - St.Philibert Ferme (2.00)**
9 August 1944 - St.Breteque (2.21)*
11 August 1944 - Douai (2.08)**
12 August 1944 - La Neuville (2.10)*
14 August 1944 - Battle area (2.06)**
15 August 1944 - Le Culot airfield (2.09)**

Following a tour on medium bombers. which included many attacks on some of the most heavily defended of the German targets, Flying Officer Moher has since

completed a further 28 sorties in Pathfinder Force, 23 of these being marker sorties.

Throughout all these operations, Flying Officer Moher has consistently shown himself possessed of outstanding courage and devotion to duty, coupled with noteworthy ability as a navigator.

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MOLDEN, FS (now P/O) William (R208806/J93081) - **Distinguished Flying Medal** - No.415 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 16 March 1922 in Winnipeg; home there (drug clerk); enlisted in Winnipeg, 28 November 1942. To No.2 Manning Depot, 28 December 1942. To Eastern Air Command, 14 February 1943. To No.16 Explosives Depot, 15 April 1943. To No.5 ITS, 12 June 1943; graduated and promoted LAC, 20 August 1943; to No.1 Air Gunner Ground Training School, 3 September 1943; to No.3 BGS, 29 October 1943; graduated and promoted Sergeant, 10 December 1943. To "Y" Depot, 15 January 1944. To No.4 Aircrew Graduate Training School, 18 January 1944. To "Y: Depot again, 11 February 1944. To No.3 Personnel Reception Centre, Bournemouth, 5 March 1944. Commissioned 24 November 1944. Repatriated 1 February 1945. Released 9 May 1945. Rejoined postwar RCAF as a Non-Commissioned Officer and received CD. Medals advertised by Gatewest Coin and Militaria, Winnipeg, October 1997 (\$ 1,595.00). DFM presented 13 September 1947. RCAF photo PL-40521 (ex UK-17260 dated 8 December 1944) is captioned as follows: "With the RCAF Bomber Group in Britain. Two Winnipeg air gunners who fought odd three enemy attacks during a recent raid on the Ruhr Valley. While their aircraft was hit 20 times the pilot was able to bring it back to base. Left to right: Flight Sergeant W. Molden (846 Carter Avenue) and Flight Sergeant James Vine (285 Roseberry Street). The pair scored a hit on one of the Nazi fighters." 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.1750 (PAC RG.24 Vol.20608) has recommendation dated 20 December 1944 when he had flown 34 sorties (171 hours ten minutes):

This non-commissioned officer has completed a very successful tour as Mid-Upper Gunner involving attacks on many heavily defended German targets. Although attacked by enemy aircraft on several occasions, and in once case by two enemy aircraft in quick succession, major damage to his aircraft has been averted by his good judgement and accurate fire. Always displaying a high standard of skill and determination, his fine co-operative spirit and devotion to duty have contributed materially both in the air and on the ground.

Press Release No. 7599 by F/L E. McVeity and dated 27 November 1944 read as follows:

WITH RCAF BOMBER GROUP IN BRITAIN: --- Two Winnipeg air gunners fought off three enemy attacks to enable their captain to bring the heavy bomber back to base. The action took place recently after a raid on a synthetic oil plant in the Ruhr Valley.

The gunners are Flight Sergeant W. Molden (846 Carter Avenue), Winnipeg, mid-upper and Flight Sergeant James Vine (285 Roseberry Street), Winnipeg.

"We were just leaving the target when an Me 190 hit us with his first shot before we could take evasive action," said Flight Sergeant Vine, "then he broke away. Just then a 410 came in from above and started firing at 400 yards but he missed us. The mid-upper returned fire and scored a hit on his fuselage, then his guns jammed and we didn't see him again".

"A third followed. It was another 190 and he came on the port. He was shooting wild and we were able to corkscrew and that was the last we saw of him. It all happened in three minutes and a pretty tense three minutes it was. Our kite was hit about 20 times but Old Lady Luck was with us and no one was injured."

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MOLES, S/L (now W/C) Edward Kendrick (C2553) - **Air Force Cross** - No.9 Air Observers School - Awarded 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Norwich, Ontario, 14 August 1908 (RCAF Press Release 4907 reporting award). Educated there, University of Toronto and McMaster University. Teacher of mathematics in Hamilton, Ontario. Enlisted in Hamilton, 19 August 1940 as a navigator officer. Promoted Flight Lieutenant, 15 December 1941. Posted to No.1 ANS, 16 January 1942; to No.9 AOS, 27 February 1942; promoted Squadron Leader, 1 December 1942. To No.1 Air Command Headquarters, 22 April 1945; retired 24 September 1945. Served in RCAF Auxiliary, 13 April 1948 to 8 August 1945, chiefly with No.424 Squadron and was promoted Squadron Leader (Administrative List) with that unit, 1 January 1951. When recommended for AFC he had completed 757 flying hours to date, 702 hours as instructor, 100 hours in previous six months. RCAF photo PL-2445 taken 1940 or early 1941 at No.4 AOS shows F/O O.E.K. Moles and F/O J.A.F. Warr at No.4 AOS, London.

This officer, who has been an instructor at this school for almost four years and is now the chief instructor, has at all times displayed outstanding leadership and ability in the field of navigation. With great energy and persistence he has

maintained training at a consistently high standard of efficiency. His determination and organizing ability under all conditions have been exemplary and an inspiring example to the instructors and trainees serving under him.

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MOLLAND, F/O Clarence Edward (C39152) - **Commended for Valuable Services in the Air** - RCAF Detachment Suffield - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Saskatoon, 15 March 1915. Steward Assistant, 1935-1936; shoe salesman and stockman, then from 1938 to 1941 was Shipping Officer Clerk. Enlisted in Saskatoon, Saskatchewan, 6 March 1941. To No.2 Manning Depot, 29 April 1941. To No.4 SFTS, Saskatoon (guard), 15 May 1941; to No.2 ITS, Regina, 21 June 1941; graduated and promoted LAC, 8 October 1941 when posted to No.8 EFTS, Vancouver; graduated 6 December 1941 when posted to No.7 SFTS, Macleod; graduated 24 March 1942. Posted to No.1 Manning Depot, 24 March 1942 and to Conversion Training School, Rockcliffe, 31 March 1942, but not promoted Sergeant until 21 August 1942. To No.2 BGS, Mossbank, 9 September 1942; promoted Flight Sergeant, 21 February 1943; promoted WO2, 21 August 1943; commissioned 5 October 1943; to Suffield, 18 January 1944, serving there until 6 January 1946. Promoted Flying Officer, 5 April 1944. Released 8 January 1946. Died in Saskatoon, 25 April 1993.

This officer has proved himself an excellent and resourceful staff pilot. His outstanding skill has contributed to the successful completion of numerous experiments. On one occasion, while captain of an aircraft carrying an experimental toxic bomb load, engine trouble developed, resulting in the loss of the port propeller from the aircraft. Flying Officer Molland, knowing the danger involved of jettisoning his bomb load in the vicinity as well as the danger to the crew of crash landing, resourcefully brought the aircraft safely back to base. His outstanding initiative and ability have contributed to a high standard of efficiency being maintained in his duties on the detachment.

Originally recommended 30 July 1945 for an Air Force Cross by F/L J.H. Morris (name unclear on form) when he had flown 1,620 hours (197 in previous six months); text as above except that "C.39152 Flying Officer C.E. Molland" became "This officer". Endorsed on 31 July 1945 by A/V/M K.M. Guthrie but reduced to King's Commendation for Valuable Services by Air Commodore M. Costello, 20 November 1945.

Notes: Assessed 12 December 1943 at No.2 BGS. By then he had flown 75.10 single engine dual, 216.50 single engine solo, 54.20 twin engine dual and 685.20 twin engine solo. Tested on a Bolingbroke - "A very slow but thorough pilot with average ability." Categorized as "B" Staff Pilot on Bolingbrokes.

Assessed 9 May 1944 by S/L J.A. Spence. "This officer, as captain on an aircraft has demonstrated coolness and ability by averting two serious disasters caused by technical failures beyond his control. This officer has acted as Flight Commander for the past three months."

He was sent to Suffield on Temporary Duty late in 1943 before this was converted to a posting. Examples of entries from the Suffield Detachment Diary are:

13 January 1944: P/O Molland (C39152) with F/O Moynagh and F/O Sale who are at present on course at S.11, CCWS [Canadian Chemical Warfare School] made a familiarization flight of the area in Bolingbroke 9901.

20 January 1944: P/O C.E. Molland (C39153) with F/O A. Booth (J21040) and R63895 Corporal Oates, F.T., carried out a field experiment in Boston 233184.

15 April 1944: At 2120 hours P.O C.E. Molland (C39152), returning from a four hour Cooling Trial with crew consisting of GB 363590 WO1 Carter, V.J., AFM, R63895 Corporal Oates, F.T. and Sergeant Morrison (Army) landed and taxied to a stop. Just then one of the 500 lb bombs causing quite a calamity and causing 19 casualties, two serious, two possible serious and 15 minors. The Boston aircraft in which the trial was carried out was a Category "A" crash. [This was Boston 233164 with two 550-lb bombs charged with toxic gas. The bombs had failed to release during a bombing trial].

His own account of this identified the aircraft as Boston 233184 and read as follows: "I was in the cockpit opening bomb bay doors while Armourers were investigating the hang-up. Bomb blew up during the investigation. After the blast I climbed out of the cockpit and ran along the starboard wing. I jumped from there to fire truck. I decontaminated as soon as I was on the ground. Then I had a complete bath.

14 December 1944: F/Os Molland and Adamson carried out an altitude test in the Mitchell KJ641 and reached 22,000 feet after getting out and pushing it the last 2,000 feet.

Training: Interviewed 12 October 1940 - "Splendid type. Healthy, rugged, refined appearance. Clean, neat and smart in dress. Quick and accurate mind. Confident, mature and pleasant. Captain of bowling league which he organized. Very desirable type. Is a leader. Officer material."

At No.2 ITS courses were in Mathematics (74/100), Armament, practical and oral (61/100), Signals (99/100), Link (80/100), Hygiene and Sanitation (26/40), Drill (84/100) and Law and Discipline (44/60). Placed 172nd in a class of 253. "An alert type of airman. Has good initiative but it is not applied as should be. His sense of responsibility is not as high as should be. He had some difficulty in Mathematics and had to write a supplement in this subject. He makes a good impression at first. Seems to have rapidity of thought. Should make a good pilot."

Attended No.8 EFTS, 10 October to 5 December 1941. Tiger Moth aircraft - 32.30 dual, 34.05 solo of which 10.05 was on instruments. Logged ten hours in Link. "Slow to absorb." Ground subjects were Airmanship (170/200), Airframes (58/100 on supplemental), Aero Engines (50/100), Signals, practical (80/100), Theory of Flight (51/100), Air Navigation (148/200 on supplemental), Armament (112/200); graded 130/200 on Qualities as Officer. Placed 32nd in a class of 32. "Too interested in himself."

Attended No.7 SFTS, 22 December 1941 to 10 April 1942. Flew 37.45 day dual, 43.05 day solo, 7.10 night dual, 10.35 night solo. Was 12.35 on instruments. "Flying progress satisfactory. General flying and instrument flying needs considerable improvement." (F/L F.H. Pearce). Ground courses in Airmanship and Maintenance (108/200), Armament, written (39/100), Armament, practical (59.7/100), Navigation and Meteorology (92/200), Signals, written (43/50) and Signals, practical (95/100). "Mature, quiet type. Had some difficulty in absorbing instruction." Described as Staff Pilot material.. Did not graduate but instead sent to Rockcliffe.

Attended Conversion Training School until 21 August 1942. Here he flew a variety of aircraft (Harvard, Battle, Anson, Lysander and Oxford) for a total of 125 hours ten minutes. Ground school subjects were Airmanship (94 percent), Airframes (50 percent), Engines (75 percent), Navigation (68 percent), Armament (88 percent), Meteorology (57 percent) and Wireless (94 percent). Placed sixth in a class of 18. "A high average pilot. Tries hard to show results. He should do well at a Bombing and Gunnery School."

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MOLSON, G/C Hartland De Montarville (C1226) - **Officer, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946. Born in Montreal, 29 May 1907. Educated at Bishop's College (Lennoxville) and Royal Military College. Engaged in commercial aviation (Dominion Skyways Limited and Newfoundland Skyways while also a director of Molson Brewery Limited. Enlisted in Montreal, 21 September 1939; wings on 11 April 1940. Flew in Battle of Britain. Wounded 5 October 1940 (lower left leg). Commanded No.118 (Fighter) Squadron, 13 January 1941 to 1 June 1942; promoted Squadron Leader as of 1 July 1941. With No.126 (F) Squadron, 2 June to 15 July 1942 when posted to Eastern Air Command Headquarters. Promoted Wing Commander, 8 October

1942. Commanded No.8 SFTS, 5 October 1943 to 13 February 1944 when posted to Moncton. Promoted Group Captain, 1 March 1944. To St.Hubert, 25 March 1944. To AFHQ, 8 July 1944. To Directorate of Personnel, AFHQ, 16 July 1944. Retired 5 September 1945 and returned to the family business. Peter C. Newman described the latter generations of Molsons as more concerned with perpetuating the family dynasty than living interesting lives, but he made an exception of Hartland de Montarville Molson whom he considered almost a storybook character and "perhaps the Canadian establishment's quintessential figure." He was a visionary who saw the potential of soybeans well before others. He loved the Montreal Canadiens, bought the team in the 1950s, and presided over their greatest days. In 1977 he was reported as saying, "I guess I could be called the epitome of the WASP establishment, but you should know that until two years ago I never lived in Westmount." . Called to the Canadian Senate, he sat as an Independent. Died in Montreal, 28 September 2002. Obituary from Montreal **Gazette** (29 September 2002) reprinted in Ottawa **Citizen** of 1 October 2002. RCAF photo PL-536 taken 15 June 1940 on departure of No.1 (Fighter) Squadron for overseas showing F/O Hartland de M. Molson (Montreal), F/O Paul B. Pitcher (Montreal), P/O A. Deane Nesbitt (Montreal) and F/O J.P.J. Desloges (Ottawa). RCAF photo PL-2484 shows him in flying clothing: PL-2485 shows him in dress uniform. Photo PL-3001 shows F/Os Patterson, Desloges, Pitcher and Molson, No. 1 (Canadian) Squadron.

This officer was appointed during the first months of the war and upon completion of advanced training proceeded overseas with No.1 Fighter Squadron, with which he served during the Battle of Britain. He was wounded and repatriated to Canada. Since his return, he has served as staff officer in charge of Fighter Defences in Eastern Air Command and was subsequently appointed to the command of several stations. In all of these appointments he has displayed outstanding initiative, thoroughness, enthusiasm and devotion to duty. As the result of his excellent record he was appointed to the position of Director of Personnel. For a year he has carried the heavy responsibilities of this position, and continued to display the same outstanding qualities of leadership and loyalty.

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MOLYNEUX, Corporal James Henry (R109254) - **Mention in Despatches** - Linton-on-Ouse - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born in Calgary, 9 December 1914; enlisted in Calgary, 10 July 1941 in Armament Branch and posted to No.4 Manning Depot. To Air Armament School, 29 August 1941. Promoted AC1, 24 November 1941. To No.8 BGS, 25 November 1941. Promoted LAC, date uncertain. To "Y" Depot, 11 February 1942. Promoted Corporal, 1 January 1943. Repatriated 18 June 1945; to No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. Released 9 September

1945. Worked for CP Rail, retiring 1974. Died in Calgary, 23 November 2008. Armourer (Guns). Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit.

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MOLYNEUX, F/L Kenneth Seifferth (J3102) - **Commended for Valuable Services in the Air** - No.13 SFTS - Award effective 26 October 1943 as per **London Gazette** of that date and AFRO 2386/43 dated 19 November 1943. Born in England, 7 April 1913. Came to Canada at age 26. Enlisted at Ottawa, 27 May 1940. To No.1 ITS, 1 June 1940; graduated and promoted LAC, 22 June 1940 although posting to No.1 EFTS was effective 21 June 1940; graduated 16 August 1940 when posted to No.1 SFTS; graduated and commissioned 30 November 1940. Posted that date to Trenton. To No.17 EFTS, 17 December 1941; promoted Flying Officer, 1 September 1941; to No.4 EFTS, 16 March 1942; to No.13 SFTS, 11 May 1942; promoted Flight Lieutenant, 15 August 1942. Promoted Squadron Leader, 1 June 1944. To No.2 Release Centre, 26 May 1945. Released 7 June 1945. Involved in postwar Canadian shoe industry for 40 years; founding President of the Ontario and Western Canada Shoe Travellers Association. Died in Aurora, Ontario, 18 March 2006.

This officer, now employed as Examining Officer, has in two and a half years completed a considerable number of instructional flying hours. His conscientious work and devotion to duty have been an inspiration to all personnel with whom he comes in contact. He has shown exceptional organization ability in the establishing of Armament Training at his unit and his efforts have been largely responsible for the successful completion of this phase of training.

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MONAHAN, P/O James Malcolm (J86250) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 13 August 1920 at St.Stephen, New Brunswick (obituary notice); home at Elmsville, New Brunswick. Previously in Army. Enlisted in Halifax, 14 February 1940 for General Duties. Classified as Aero Engine Mechanic, 21 November 1940. Posted to No.6 Repair Depot, 26 July 1941; to No.7 Repair Depot, 23 August 1941. Remustered for aircrew and posted to No.7 ITS, 11 April 1942; to No.20 EFTS, 18 July 1942; to No.5 SFTS, 26 September 1942. Awarded wings and promoted Sergeant, 5 February 1943. To "Y" Depot, Halifax, 19 February 1943; to RAF overseas, 8 March 1943. Commissioned 28 March 1944. Promoted Flying Officer, 28 September 1944. Repatriated 2 August 1945. Remained in postwar RCAF (service number 30190), commencing 17 May 1948 as Flying Officer. Received Civil Engineering diploma from University of New Brunswick in 1949. Promoted Flight Lieutenant, 1

January 1951; promoted Squadron Leader, 1 July 1955. Retired in 1961. Died in Ottawa, 17 May 2004 (burial in St. Stephen). Photo PL-35214 shows him in wartime. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2609 (RG.24 Vol.20632) has recommendation by W/C A.J. Lewington dated 22 July 1944 when he had flown 35 sorties (188 hours 45 minutes) between 2 January 1944 and 19 July 1944.

This officer has since January 1944 made thirty-five sorties over enemy territory, including some of the most heavily defended targets such as Berlin (3), Schweinfurt, Frankfurt, Stuttgart and Dusseldorf.

Pilot Officer Monahan has at all times shown a fearless and fine offensive spirit thereby setting a magnificent example to his crew. His outstanding leadership has contributed to the repeated successes of this squadron, on which he has been since its formation, and greatly assisted in maintaining morale at a high standard.

I consider that this officer's dogged determination, skill and devotion to duty fully merits the immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

2 January 1944 - Gardening (3.20)
30 January 1944 - Berlin (6.25)
15 February 1944 - Berlin (6.05)
19 February 1944 - Leipzig (4.05, early return)
20 February 1944 - Stuttgart (7.15)
24 February 1944 - Schweinfurt (7.40)
7 March 1944 - Le Mans (5.20)
13 March 1944 - Le Mans (5.05)
18 March 1944 - Frankfurt (6.05)
24 March 1944 - Berlin (5.55, early return)
30 March 1944 - Nuremberg (7.35)
18 April 1944 - Noisy de Sec (5.20)
20 April 1944 - Lens (4.35)
22 April 1944 - Dusseldorf (5.30)
24 April 1944 - Karlsruhe (6.35)
26 April 1944 - Essen (5.10)
30 April 1944 - Lorient (5.05)

1 May 1944 - St. Nazaire (5.35)
3 May 1944 - St. Nazaire (5.30)
9 May 1944 - St. Valerie en Caux (4.20)
10 May 1944 - Ghent (4.10)
15 May 1944 - Kattegat (5.30)
31 May 1944 - Au Fevre (5.05\
3 June 1944 - Ijmuiden (2.30)
5 June 1944 - Houlgate (5.10)
6 June 1944 - Conde sur Noireau (5.40)
14 June 1944 - Cambrai (4.25)
15 June 1944 - Boulogne (4.05)
16 June 1944 - Sautrecourt (4.10)
21 June 1944 - Oisemont (4.30)
24 June 1944 - Bonnetot (4.10)
25 June 1944 - Gorenflos (4.10)
27 June 1944 - Wizernes (3.40)
28 June 1944 - Lorient (5.00)
6 July 1944 - Sautrecourt (3.55)
18 July 1944 - Wesseling (5.55)
19 July 1944 - Gardening (4.05)

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MONCRIEFF, W/C Ernest Hutchison Glen (C535) - **Air Force Cross** - No.12 SFTS, Brandon, Manitoba - Award effective 20 October 1942 as per **London Gazette** of that date and AFRO 1830/42 dated 13 November 1942. Born in Winnipeg, 10 September 1909 (RCAF press release announcing OBE). Educated at Ridley College, St.Catharines, Ontario. Enlisted in RCAF Auxiliary, (No.12 Army Co-Operation Squadron), Winnipeg, as Provisional Pilot Officer, 4 June 1933; awarded wings on 27 April 1936, having trained with Nos.12 and 112 Squadron. Commanded Sudbury Recruiting Centre early in war, later serving at Nos.1 and 10, SFTS. To No.12 SFTS, 16 May 1941 (Chief Flying Instructor). Commanding Officer at that unit, 21 January to 4 September 1942 (promoted Wing Commander, 1 June 1942). To "Y" Depot, 7 September 1942 and thence to RCAF Overseas Headquarters. Promoted Group Captain, 10 February 1944. Repatriated to Canada, 11 September 1945. To No.2 Air Command, 13 September 1945. Retired 16 November 1945. In 1947 he went to TCA with G/C McGregor, and as of October 1949 his address was International Aviation Building, Montreal. Taken on strength of RCAF Supplementary Reserve, Winnipeg, 28 February 1952 as Group Captain; uncertain as to when released. Died in Winnipeg, 31 March 2000 as per Winnipeg **Free Press** of 4 April 2000. RCAF Photo PL-40075 (ex UK-16447 dated 10 November 1944) with a group of pilots in Holland; he has introduced them to Cardinal Villeneuve prior to luncheon in the mess. Photo PL-40074 (ex

UK-16446) taken with Cardinal Villeneuve who is reported as interested in food preparation. Photo PL-31103 (ex UK-13446 dated 11 August 1944) shows Mr. and Mrs. George Formby, G/C Moncrieff, and reporter Greg Clark of Toronto. RCAF photo PL-31104 (ex UK-13447 dated 11 August 1944) shows S/L Dick Ellis (CO, City of Toronto Squadron), Mrs. George Formby, G/C E.H.C. Moncreiff (Commander, No.39 Wing), George Formby, S/L F.H. Chesters (CO, City of Sudbury Squadron), and Captain Jack Warringer (Dental Officer attached to No.39 Wing). RCAF photo PL-31109 (ex UK-13452 dated 11 August 1944) shows members of No.39 Wing in France on the occasion of visit by entertainer George Formby - F/L Jim Predergast, P/O Ken Duffin, F/L Wally Walters, F/L Lloyd Wigle, F/L Larry Seath, George Formby, F/O Smith Johnson, F/L Norm Jones, Mrs. Formby, F/O Albert Smith, F/L Art Goldby, F/L Lyle Goring, F/O Harry Savage, Captain Jack Warriner and G/C Ernie Moncreiff, AFC.

This officer has held successfully the positions of Squadron Commander, Chief Instructor and Commanding Officer of an SFTS. His work has at all times been outstanding. He has set an example of enthusiasm for flying which, together with his own personal skill as a pilot, has been responsible for the high standard reached by all those under his command.

MONCRIEFF, G/C Ernest Hutchison Glen, AFC (C535) - **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.

MONCRIEFF, G/C Ernest Hutchison Glen, AFC (C535) - **Mention in Despatches** - No.39 Wing - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. No citation.

MONCRIEFF, G/C Ernest Hutchison Glen, AFC (C535) - **Officer, Order of the British Empire** - No.39 Wing - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219 dated 27 July 1945. No citation to OBE found in Canadian sources. Public Records Office Air 2/9056 has recommended citation.

This officer assumed command of 129 Airfield as a Wing Commander in July 1943, and as Group Captain he later took command of 39 (Reconnaissance) Wing. His keenness and administrative ability, combined with his sound judgement and excellent leadership, make him an outstanding commander whose enthusiasm and good humour dominate even the most difficult conditions.

MONCRIEFF, G/C Ernest Hutchison Glen, OBE, AFC (C535) - **Croix de Guerre with Silver Star (France)** - Award as per **London Gazette** dated 20 September 1947 and AFRO 485/47 dated 12 September 1947. External Affairs file "French Awards to Canadian Armed Forces - Particular

Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Group Captain Moncrieff rendered distinguished service as Commanding Officer of a Fighter Reconnaissance Wing in the 2nd Tactical Air Force, operating from bases in France.

MONCRIEFF, G/C Ernest Hutchison Glen, OBE, AFC (C535) - **Commander, Order of Orange-Nassau with Swords (Netherlands)** - Award effective 6 February 1948 as per **London Gazette** dated 23 January 1948 and AFRO 81/48 of that date. Public Records Office Air 2/9293 has recommended citation:

In command of No.39 Wing, Royal Air Force [sic], stationed at Eindhoven, from September 1944 until March 1945, through his excellent work has greatly contributed to the liberation of the Netherlands.

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MONEY, F/L Percy Guy Fleming (C9837) - **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 Kirkland Lake, Ontario; enlisted in North Bay, 16 January 1942 in Aero Engineer trade and commissioned. To Aero Engineer School, 31 January 1942. To No.3 BGS, 11 July 1942. Promoted Flying Officer, 16 July 1942. To "Y" Depot, Halifax, 6 November 1942; to RAF overseas, 10 December 1942. Arrived in England 18 December 1942. Promoted Flight Lieutenant, 26 November 1943. Promoted Squadron Leader, 1 May 1944. Repatriated 23 October 1945. Released 8 January 1946. No citation in AFRO. Shown alone in RCAF photo PL-15975 (ex UK-3843 dated 21 May 1943), probably with No.420 Squadron. Website <https://www.scotch.vic.edu.au/greatscot/2012sepGS/74a.htm> provides the following: "Born at Samarai, Papua New Guinea, Percy Guy Fleming Money (1910-64; Scotch College, Melbourne, 1923-27), known as Guy, joined the International Nickel Co at Haileybury, Ontario, Canada in 1939, becoming an underground manager. In World War II he became a squadron leader in the Royal Canadian Air Force. He was twice mentioned in despatches. Guy joined Atlas Steels, and made two trips through Latin America to advise companies on Atlas Steels. A 1953 trip took him through the UK, Belgium, the South Malay States, Japan, Hong Kong, South Africa, Rhodesia, East Africa, Pakistan, India, Ceylon and Australia. He became general manager for US subsidiary Sceromex Atlas in Mexico City, where he ended his days."

MONEY, F/L Percy Guy Fleming (C9873) - **Mention in Despatches** - No.63 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 31 July 1944 to No.6 Group Headquarters. Had served ten months in Canada, 19 ½ months in UK.

Squadron Leader Money is the officer in charge of the Base Major Servicing Wing at this base, having assumed these duties when the Base was formed in May 1944. His work has been of a very high calibre and has resulted in bringing the section to an extremely high state of efficiency. Without consideration of hours or of an annoying malady, this officer has worked incessantly to keep the maximum number of aircraft serviceable.

MONEY, S/L Percy Guy Fleming (C9837) - **Mention in Despatches** - No.63 Base (AFRO gives unit only as "Overseas" - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. OC, Base Major Servicing; MiD previously on 8 June 1944 and 1 January 1945. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation for MBE dated 14 May 1945.

Enlisting on 16th January 1942, Squadron Leader Money was posted overseas in November 1942. Since that time he has held responsible engineering appointments and in May 1944 assumed the duty of Officer in charge, Base Major Servicing, at this Base. His work has been of a very high calibre and has resulted in bringing the section to an extremely high state of efficiency. During the months of January, February and March 1945, the squadrons in this Base converted from Halifaxes to Lancasters. This conversion from the engineering end was carried out smoothly, efficiently and in record time and is directly attributable to the keenness of this officer who has worked incessantly without consideration of hours or an annoying malady.

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MONSON, S/L Alonzo Edgar (J22010) - **Distinguished Flying Cross** - No.439 Squadron (now No.440 Squadron) - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 435/45 dated 9 March 1945. Born 11 August 1918, Minncola, Kansas. Home in Rosco, California. Mechanic. Enlisted in Windsor, 19 November 1941 and posted to No.1 Manning Depot. To No.6 SFTS (guard), 6 December 1941. To No.6 ITS, 14 February 1942; graduated and promoted LAC, 8 May 1942 but not posted to No.20 EFTS until 20 June 1942; may have graduated 14 August 1942 but not posted to No.14 SFTS until 29 August 1942; graduated and commissioned 18 December 1942. To No.123 (Army Co-Operation) Squadron, 3 January 1943; promoted Flying Officer, 18 June 1943. To "Y" Depot, 3 December 1943; to No.3 Personnel Reception Centre, Bournemouth, 13 December 1943; promoted Flight Lieutenant, 14 September 1944. Repatriated 15 February 1945; to Britain again, 13 April 1945; repatriated 26 September 1945; to No.10 Repair Depot, 3 October 1945; to No.7 Release Centre, 13 January 1946; released 18 January 1946. Died in Fayetteville,

Washington Country, Arkansas, 13 October 2009. RCAF photo PL-29035 (ex UK-8711 dated 18 March 1944 shows him; caption gives birthplace as Minneola , Kansas; home as Cody, Wyoming; educated at Sheridan Lake, Colorado High School, Wiggins Trade School (Los Angeles); rancher, salesman and mechanic.

This officer is a fine flight commander who has always displayed an outstanding fighting spirit. On one occasion his flight under his leadership, acting in close support of the Army, effectively stopped a threatened German counter attack. On another, flying through intense anti-aircraft fire, his squadron led by him destroyed an important bridge on the river Orne. Under his command the squadron has been instrumental in destroying an ocean-going ship, trains and rolling stock, barges, transport, and fighting vehicles. He is an exceptionally able leader and has invariably pressed home his attacks despite any opposition.

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MONTAGNE, F/O Joseph Andrew (J29848) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 5 July 1921 at St.Amelia, Manitoba; home in Ste.Rose du Lac, Manitoba (yard assistant); enlisted in Winnipeg, 17 July 1942. Granted Leave Without Pay until 11 August 1942 when posted o No.3 Manning Depot. To No.7 ITS, 7 November 1942; graduated nd promoted LAC, 22 January 1943 but not posted to No.2 AOS until 20 February 1943; graduated and commissioned 20 August 1943. To "Y" Depot, 3 September 1943; to United Kingdom, 12 September 1943. Promoted Flying Officer, 20 February 1944. Repatriated 3 May 1945. To No.5 Release Centre, 18 May 1943; retired 22 June 1945. Medal presented 30 October 1948. Rejoined RCAF Primary Reserve in Dauphin, Manitoba, 13 July 1957 as an Education Officer (301717). Released 15 September 1958. Reinstated 11 April 1962. Retired 2 March 1962 in Grande Prairie, Alberta. Also known as "Monteyne". Recommended 13 December 1944, at which time he had flown 24 sorties (146.15 hours).

This officer is a keen and courageous member of his crew who has shown outstanding devotion to duty during a large number of operational sorties against major enemy targets. In October 1944 he was navigator of an aircraft detailed to attack Bergen. Early on the outward flight all navigational aids became unserviceable but with praise worthy determination the mission was continued. When near the target one engine failed but despite heavy anti-aircraft fire the sortie was successfully completed although further damage was sustained. On this occasion as well as on many other sorties Flying Officer Montague navigated the aircraft safely to base in adverse flying circumstances.

The original recommendation (found in DHH file 181.009, D.1730, Library and Archives Canada RG.24 Volume 20607) was raised by W/C Hugh Ledoux on 13 December 1944 and read as follows:

10 August 1944 - La Pallice (6.35)
14 August 1944 - Bons Tassily (4.30)
15 August 1944 - Brussels (3.30)
18 August 1944 - Connantre (5.50)
27 August 1944 - Marquis Mimoyecques (3.55)
28 August 1944 - Ile de Cecembre (4.25)
9 September 1944 - Le Havre (4.10)
15 September 1944 - Kiel (6.20)
17 September 1944 - Boulogne (3.50)
4 October 1944 - Bergen (6.50)
6 October 1944 - Dortmund (5.45)
9 October 1944 - Bochum (6.55)
12 October 1944 - Wanne Eickel (5.40)
14 October 1944 - Duisburg (5.10)
14 October 1944 - Duisburg (6.00)
23 October 1944 - Essen (5.50)
25 October 1944 - Homburg (5.25)
28 October 1944 - Cologne (6.00)
30 October 1944 - Cologne (6.25)
1 November 1944 - Oberhausen (5.35)
2 November 1944 - Dusseldorf (6.20)
6 November 1944 - Gelsenkirchen (4.25, duty not carried out).
18 November 1944 - Munster (5.40)
2 December 1944 - Hagen (7.40)
4 December 1944 - Karlsruhe (7.15)
6 December 1944 - Osnabruck (5.55)

A keen member of a bomber crew, Flying Officer Montagne has completed a large number of operational sorties over heavily defended enemy targets such as Kiel, Duisburg, Essen and Cologne.

On 4th October 1944, this officer was the navigator of a Halifax bomber detailed to attack Bergen, Norway. While the aircraft was still over England, all navigation aids became unserviceable. With praiseworthy determination, it was decided to complete this mission. When nearing the Norwegian coast, the starboard outer engine failed, leaving this aircraft trailing behind the other bombers. A solo run over the target was made and bombing was completed

effectively, in spite of the heavily predicted flak opposition which damaged the aircraft in many places.

On this occasion as well as on many other sorties, Flying Officer Montagne, under adverse flying conditions, navigated his aircraft back safely to base. Throughout his tour this officer has set a magnificent example by his fine fighting spirit, exceptional keenness and cool courage. His outstanding devotion to duty is worthy of high praise and warrants my recommendation for the non-immediate award of the Distinguished Flying Cross.

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MONTGOMERY, F/L Allan Norman (J13370) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 21 June 1915 in Edmonton; home in Toronto (salesman); enlisted there 3 November 1941 and posted to No.1 Manning Depot. To No.1 BGS (guard), 22 November 1941. To No.5 ITS, 13 February 1942; graduated and promoted LAC, 11 April 1942 when posted to No.9 AOS; graduated and commissioned 14 August 1942; posted 5 September 1942 to No.1 CNS; graduated 21 September 1942 when posted to No.1 AOS. Promoted Flying Officer, 1 March 1943. To "Y" Depot, Halifax, 6 January 1944; to No.3 Personnel Reception Centre, Bournemouth, 21 January 1944. Promoted Flight Lieutenant, 14 August 1944. Repatriated 5 August 1945. Released 19 September 1945. Medal sent by registered mail 21 December 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.2618 (RG.24 Vol.20627) has recommendation dated 17 April 1945 when he had flown 21 sorties (138 hours 56 minutes), 6 November 1944 to 15 March 1945.

Flight Lieutenant Montgomery 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, Munster 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, Flight Lieutenant Montgomery has been of great assistance to his squadron's Navigational Leader in the coaching of less experienced Navigators.

The sortie list was as follows:

6 November 1944 - Gelsenkirchen (4.55)

16 November 1944 - Julich (5.15)

18 November 1944 - Munster (5.35)
21 November 1944 - Castrop Rauxel (6.50)
26 December 1944 - Trois Dorf (6.36)
30 December 1944 - Cologne (6.20)
2 January 1945 - Ludwigshaven (6.55)
16 January 1945 - Magdeburg (6.35)
28 January 1945 - Stuttgart (7.15)
13 February 1945 - Bohlen (8.30)
20 February 1945 - Monheim (7.10)
21 February 1945 - Worms (7.40)
23 February 1945 - Essen (6.00)
24 February 1945 - Kamen (6.30)
27 February 1945 - Mainz (6.50)
2 March 1945 - Cologne (6.05)
5 March 1945 - Chemnitz (8.35)
7 March 1945 - Hemmingstadt (6.20)
8 March 1945 - Hamburg (6.20)
14 March 1945 - Zweibrucken (6.40)
15 March 1945 - Castrop Rauxel (6.00)

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MONTGOMERY, P/O Donald Allen (J18042) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2322/43 dated 12 November 1943. Born in Wilcox, Saskatchewan 6 November 1918; home there or Weyburn (tractor driver, mechanic); enlisted in Regina, 28 July 1941 and posted to No.2 Manning Depot, Brandon; to No.4 ITS, Edmonton, 1 September 1941; graduated and promoted LAC, 26 October 1941; posted next day to No.5 EFTS, High River; to 12 SFTS, Brandon, 27 December 1941; graduated and promoted Sergeant, 10 April 1942. To "Y" Depot, 30 April 1942. Taken on strength of No.3 PRC, 10 May 1942. To No.15 (Pilots) AFU, 31 May 1942 (Oxford aircraft). To No.16 OTU (Wellingtons), 2 July 1942. Promoted Flight Sergeant, 10 October 1942. To No.1660 Heavy Conversion Unit, 1 November 1942. To No.97 Squadron, 7 December 1942 (Lancaster aircraft). Promoted WO2, 10 April 1943. Commissioned 8 June 1943. Promoted Flying Officer, 8 December 1943. To No.24 OTU, 12 December 1943 (Whitleys). To No.1658 Heavy Conversion Unit, 7 February 1944 (Halifax aircraft). Repatriated via Rockcliffe, 26 July 1944; to No.165 Squadron, Sea Island, 3 September 1944; to Transport Conversion Squadron, Pennfield Ridge, 14 February 1945; to No.164 (Transport) Squadron, 3 April 1945; to Transport Conversion Squadron Pennfield Ridge, 4 August 1945; to No.6 OTU, Comox, 14 September 1945; to No.168 (Heavy Transport) Squadron, 3 January 1946, serving there until 27 March 1946. Retired 6 April 1946. Medal sent by registered mail 20 March 1951.

Died 4 June 1991 in Burnaby, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September 1991.

Pilot Officer Montgomery has completed a large number of operational sorties. A skilful pilot and captain of aircraft, he has always shown determination in pressing home his attacks.

Notes: Accident at No.5 EFTS, 21 December 1941, Tiger Moth 4080 on solo practice; aircraft turned up on nose after landing; "pilot applied brakes too harshly."

Accident on No.97 Squadron, 25 May 1943, Lancaster ED875, target Dusseldorf. By then he had flown 170 hours on type, 570 hours on all types. He reported "On the night of 25 May 1943 after making a bombing run on the target and turned to port, our aircraft was hit putting the starboard inner engine unserviceable with revs fluctuating and the boost dropped off. This engine was feathered immediately. The aircraft then climbed and dived till I gained control of it at 17,000 feet after which it handled smoothly with the other three engines running normal." The report of damage stated, "Aircraft flew into incendiaries dropped by aircraft above it. Starboard main plane, front and rear spar damaged. 'B' block starboard inner engine damaged. Pieces of incendiary bombs found in the main plane and 'B' block camshaft cover, starboard inner engine." These were four-pound incendiaries. Others in crew (all RAF) were 1094266 Sergeant G.C. Granger (flight engineer), 1391134 Sergeant E.L. Cohn (navigator), 1391109 Sergeant J.E. Gardiner (air bomber), 1253895 Sergeant J. Baker (WOP/AG), 932995 Sergeant S.N. Neill (mid-upper gunner) and 798674 Sergeant R.K. Baggs (rear gunner).

Accident on Lancaster L7577 on 17 December 1942 at Swinderby during night conversion training. He had been practicing landings and take-offs; reported on landing that brakes failed. "I was rolling very slowly so on reaching the perimeter track I tried to turn it down the perimeter track with the motors. On turning the undercarriage gave way." No evidence found of mechanic brake problems. He had made a good, normal landing. "Pilot will be told that in similar circumstances it would be better to keep straight ahead and go through the hedge. Pilot was inexperienced and no blame is attached to him."

Assessment from No.97 Squadron (though dated 1 March 1944) described him thus: "A sound and reliable captain of aircraft who has successfully completed a PFF tour of 44 operations. His operational record was not equalled by his ability as an officer, although this was quite satisfactory." (W/C E.J. Carter).

Assessment at No.24 OTU was interesting: "This officer appeared at first to have a grievance at being posted to an OTU after PFF. However he settled down and tried hard to become a satisfactory instructor on Whitleys. He is, however, too short for this type and I consider he will

make a good four-engine instructor as as he is very keen too stay on that type.” (W/C J.J. Gunn, 9 February 1944). Re height, he was 66 inches tall.

Report dated 27 June 1944 stated he had flown 44 sorties (938 hours total, 350 operational). Application for operational wing dated 11 December 1943 claimed 45 sorties (261 hours), 27 January to 25 November 1943.

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MONTGOMERY, S/L Frank Alexander (C1398) - **Mention in Despatches** - No.418 Squadron (AFRO gives unit only as “Overseas”) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Born 24 December 1916 in Vonda, Saskatchewan. Employed by City of Saskatoon, survey work, 1935 and by Saskatoon Flying Club (apprentice mechanic and mechanic, part time), 1936-1939. Home in Saskatoon; attending University of Saskatchewan (Engineering) when he enlisted there 1 November 1939 and posted to Camp Borden; to Trenton, 26 February 1940; to Calgary, 27 May 1940 (attached to Calgary Flying Club as instructor); subsequently instructed at Calgary, Lethbridge and possibly High River. Injured in crash of a Tiger Moth, 20 August 1940 (AC2 J.H.A. Crocker killed). Promoted Flight Lieutenant, 1 March 1941. To Central Flying School, Trenton, 9 February 1942; to No.10 SFTS, 31 March 1942; to No.4 SFTS, 12 May 1942; promoted Squadron Leader, 15 March 1943; to No.36 OTU, 27 December 1943; to “Y” Depot, Halifax, 11 March 1944; embarked from Halifax, 25 March 1944; arrived in Britain 2 April 1944; to No.3 Personnel Reception Centre, 3 April 1944. Posted to No.60 OTU, 14 June 1944. To No.418 Squadron, 20 August 1944 (but in applying for France and Germany Star he stated his first sortie had been an anti-Diver patrol on 17 August 1944). Completed 43 sorties (147 hours 50 minutes) up to 14 April 1945, as 18 May 1945 he had flown 2,082 hours 45 minutes total. A summary of his operational career, 16 May 1945, stated, that had completed a “satisfactory tour” with No.418 Squadron, completing 16 sorties on Intruder work and 27 Tactical Air Force sorties, and had twice been forced to belly-land due to serious flak damage. Repatriated 9 July 1945. Released 19 September 1945. Died in Peterborough, Ontario, 3 February 2003, aged 87. Photo PL-44241 (ex UK-21800 dated 30 May 1945) shows him on right, opening parcels from Edmonton with F/L Jim Browning of Calgary.

RCAF Press Release No. 8170 dated 8 January 1945 from F/L Fred Jackson reads:

WITH THE RCAF IN BRITAIN: -- S/L Frank Montgomery of Ottawa, Ontario, (128 Hawthorne Avenue) and Saskatoon, Saskatchewan, who held a commercial flying license back in 1936, has been appointed Flight Commander of the City of Edmonton squadron. S/L Montgomery was out of action for some time with an infected hand. He joined his squadron last August. S/L Montgomery learned to

fly at the old Saskatoon Air Club, later called the Saskatoon Flying Club. Lining up with the RCAF at the outbreak of war, he went to Camp Borden for his wings. He instructed at the Calgary Air Club School and was at the Elementary School in Lethbridge when it first opened. From there, he went to a conversion squadron at Picton, Ontario, where he trained American pilots. His last assignment before proceeding overseas was as Chief Instructor at Saskatoon.

Well-known in scouting circles throughout Canada, S/L Montgomery, as a Scout in Saskatoon, was one of the six who represented Canada at the Jamboree in Budapest in 1933. As a scoutmaster and a Rover, he played a big part in the growth of the Boy Scout movement in Saskatchewan.

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MONTGOMERY, F/O Gordon Hudson (J25972) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 7 November 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born in New Richmond, Quebec, 5 February 1923. Home in Richmond, Quebec; enlisted in Montreal, 17 March 1942 and posted that date to No.5 Manning Depot. To No.3 ITS, 18 July 1942. Graduated and promoted LAC, 12 September 1942; to No.11 EFTS, 10 October 1942; to No.5 SFTS, 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. Promoted Flight Lieutenant, 30 April 1945. Repatriated 5 August 1945; released 12 September 1945. Graduated from McGill University followed by a career with Noranda Mines and Westwin Mining. Died in Kingston, Ontario, 29 November 2008. Medal presented 6 October 1946.

This officer has set a fine example of skill, courage and determination. He has completed a large number of sorties and on many occasions has proved his skill by successfully completing his bombing mission in the face of much difficulty and danger. He is a most inspiring captain.

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MONTGOMERY, F/L Mabel Theresa Gertrude (C3656) - **Royal Red Cross (Second Class)** - Station Trenton - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 3 August 1913 at Brighton, Ontario (RCAF press release 2659 announcing award). Enlisted 10 January 1941 (but see citation). At Trenton until posted to "Y" Depot, 19 April 1944. Rank of Flight Officer, 10 July 1941; promoted Flight Lieutenant, 1 July 1943. Classified as Principal Matron, 1 October 1943 (but see citation). Taken on strength of No.3 PRC, Bournemouth, 29 April 1944. Married 14 August 1945 as "Bourke". Repatriated 26

September 1945. Released 10 December 1945. RCAF photo PL-33571 (ex UK-15970, dated 26 October 1944) has a rather confusing caption: "These smiling RCAF Nursing Sisters are new arrivals in England and the above group are three of the six who took a special course in Air Evacuation work in the United States. Currently RCAF nurses are not allowed to fly but when official permission is granted, these young Canadians will be prepared. Left to right, Nursing Sister M.K. Collings, Montague, P.E.I., Nursing Sister S. Lack, Winnipeg, Manitoba, Nursing Sister J.V. Pinekney, New Westminster, B.C., Nursing Sister M.T. Montgomery who is matron of the Nursing Unit at RCAF Headquarters." RCAF photo PL-42189 (ex UK-18855 dated 8 February 1945) shows Matron M.T. Montgomery, ARRC, Nursing Sister D.I. Mulholland, RRC, and Nursing Sister D.C. Lindsay in courtyard of Buckingham Palace following investiture."

Matron Montgomery enlisted in the RCAF as a Nursing Sister in June 1941 and was promoted to the rank of Matron in July 1943. She has been employed continuously in the hospital on this station where, for more than a year, she has been sister-in-charge. She is most proficient in her nursing duties and by her own precept and example, as well as by her devotion to duty, has been largely responsible for the fine record of nursing care afforded by the hospital, the high standards attained by the Nursing and hospital staff, and the general efficiency of the hospital as a whole. This Sister has set an unusually high standard of technical ability in her profession and is an outstanding example of leadership in the Nursing Service.

RCAF Press Release 5861 dated 12 April 1945 deals in general terms with work by numerous medical staff - Nursing Sister D.I. Mulholland (RRC-1), D.C. Pitkethley (Mention in Despatches), E.I. Millman, N.S. Soper, E.M.C. Elder (RRC-1), E.S. Vernon, M.G. McBride, M.G. Gardner, Mabel Montgomery (RRC-2) and Group Captain E.C. Noble (OBE). See Mulholland entry for text.

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MONTGOMERY, WO1 Ralph Joseph (R131045) - **Distinguished Flying Cross** - No.405 Squadron (deceased) - Award effective 5 May 1944 as per **London Gazette** dated 21 December 1945 and AFRO 155/46 dated 15 February 1946. Born 17 January 1922 at Blenheim, Ontario; home in Hamilton where he was a student; enlisted there 8 September 1941 and posted to No.1 Manning Depot, Toronto. To No.1 SFTS (guard duty), 2 November 1941. To No.4 WS, Guelph, 15 March 1942. Promoted LAC, 15 April 1942; graduated 26 September 1942 and posted that date to No.1 BGS, Jarvis; graduated 26 November 1942 (Bolingbroke, 16 hours five minutes) and promoted Sergeant. Posted to "Y" Depot, Halifax, 26 November 1942; to RAF Training Pool overseas, 10 December 1942. Disembarked in Britain on 18 December 1942. Taken on strength of No.3 PRC, 19 December 1942. To RAF Station Bobbington, 12 January 1943. To No.22 OTU, 23 February 1943. To No.1659 Conversion Unit, 25 April 1943 but this seems to

have been converted the same day to a posting to No.427 Squadron. Promoted Flight Sergeant, 26 April 1943. To No.428 Squadron, 6 May 1943. Attached to No.1664 Conversion Unit, 1-13 June 1943. Returned to No.428 squadron, but posted on 30 August 1943 to No.405 Squadron. Attended Navigation Training Unit, 1-13 September 1943. Promoted WO2, 26 October 1943. Promoted WO1, 26 April 1944. Killed in action, 7 May 1944 (Lancaster ND617). Survivors reported that the aircraft was repeatedly hit by flak and exploded.

This Warrant Officer has completed as wireless operator (air) many successful operations against the enemy in the course of which he has invariably displayed high skill, fortitude and devotion to duty.

The website "Lost Bombers" has the following on his final sortie. Lancaster ND617 of No.405 Squadron (LQ-B), target Mantes-la-Jolie, 6/7 May 1944. This aircraft was delivered to No.97 Squadron from No.32 Maintenance Unit in February 1944, joining No.405 Squadron in April 1944. No operational history traced. Airborne at 0056 hours, 7 May 1944 from Gransden Lodge to bomb rail installations. Blew up, with great force, over the target area. Crew were P/O R.D. Borrowes, DFC, RCAF (veteran of 44 sorties), P/O R.L.Squires, F/L J.M.Mitchell, DFC, RCAF, WO1 R.J.Hinscliffe, DFC, RCAF, WO1 R.J.Montgomery DFC, RCAF, WO2 B.F.Pothier DFC, RCAF, and WO2 G.D.Spearman, RCAF - all killed.

Training: Interviewed in Hamilton, 8 September 1941 by F/O M.F. Lawrence "Fair type of applicant - not good pilot type but should be OK as WO Au Gunner in training."

Course at No.4 WS was 16 March to 28 September 1942. Flew three hours ten minutes in Flying Classroom as First Operator, 15 hours 20 minutes in two-seat aircraft as sole operator. Deemed above average in the air. Ground school courses were Theory (38/50), Radio Equipment (148/250), Morse, buzzer and lamp (190/200), Procedure (144/200), Signals Organization (119/150), Armament (60/100), PT and Drill (39/50). Also spent three hours in turret manipulation. Placed 95th in a class of 101.

Course at No.1 BGS was 28 September to 26 October 1942. Bolingbroke aircraft - 16 hours five minutes (all day gunnery). Also four hours five minutes in turret manipulation. Scored 11 percent hits in Beam Test, 2.3 percent hits in Beam Relative Speed Test, and 2.00 percent hits in Under Tail Test. Fired 600 rounds on ground, 600 air-to-ground and 2,603 air-to-air. Scored 65 percent in written exam, 67 percent in practical and oral exam, rated 197/250 in "Ability as Firer." Placed 26th in a class of 28 - "Lazy and undependable. - rather young; no sense of responsibility."

Course at No.22 OTU, Bobbington was 25 February to 14 April 1943. Wellington aircraft with Marconi equipment - flew 36.30 by day and 43.40 by night. Morse speed (words per minute)

was 18 sending and 17 receiving at start and end of course; Aldis Lamp speed (words per minute) was eight sent and received at start, eight sent and six received at finish. Ground tests were Knowledge and Manipulation of W/T and R/T Equipment (165/300), W/T Organization and Procedure (102/200); Air marks in Manipulation of W/T Equipment (130/200), Air Operating Procedure (195/300), Log Keeping (60/100). In the air he did 190 Frequency Changes, two Messages Received, 23 Messages Transmitted, 101 H/F and D/F Bearings, 16 M/F and D/F Fixes, nine H/F and D/F Homings, 12 Daily Inspections, 74 D/F Loop Bearings and 15 F/I Contacts. Assessed average - "Not recommended for commission."

Discipline Problems: Sleeping on sentry duty, No.1 SFTS, 16 December 1941 (six days CB) - AWOL three days and nine hours, No.1 SFTS, January 1942 (seven days CB) - AWOL, two days six hours, No.1 SFTS, February 1942 (96 hours detention); absent from duty, 51 minutes, No.4 WS, 8 August 1942 (three days CB), failing to appear for extra fatigue, 11 October 1942, No.1 BGS (seven days CB).

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MONTGOMERY, P/O William Donald Craig (J15697) - **Mention in Despatches** - No.174 Squadron - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born 15 September 1920 in Temiskaming, Quebec; home there (machinist apprentice). Enlisted in North Bay, 7 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 22 January 1941. To No.4 BGS (guard), 8 February 1941. To No.3 ITS, 23 March 1941; graduated and promoted LAC, 19 April 1941 when posted to No.15 EFTS; graduated 9 June 1941 when posted to No.11 SFTS; graduated and promoted Sergeant, 20 August 1941. To Embarkation Depot, 21 August 1941. To RAF overseas, 14 September 1941. Promoted Flight Sergeant, 20 February 1942. Commissioned 21 July 1942. Promoted Flying Officer, 21 January 1943. Promoted Flight Lieutenant, 12 January 1944. Repatriated 12 September 1944. To No.1 SFTS, 29 October 1944. To Mountain View, 18 February 1945. Reverted to Flying Officer, 1 October 1946 in postwar RCAF (service number 19814). Promoted Flight Lieutenant, 14 June 1951.

MONTGOMERY, F/L William Donald Craig (J15697) - **Distinguished Flying Cross** - No.174 Squadron - Award effective 25 July 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Medal presented 19 November 1948.

This officer has led his flight with great skill and resolution in many attacks on a variety of targets, including airfields, construction works and gun positions. He has displayed the greatest determination in pressing home his attacks and his gallant example has been most inspiring.

Public Record Office Air 2/9158 has recommendation drafted 12 May 1944 when he had flown 71 sorties (86 hours five minutes operational time) and held the appointment of Flight Commander.

This officer has been engaged in Fighter Bomber operations since joining the squadron in March 1942 as an NCO pilot.

He was mentioned in despatches for gallant flying at Dieppe in August 1942, and was commissioned soon afterwards. Lately, as Flight Commander, he has led his flight with ability and keenness. He carried out more than 60 offensive operations over France, of which 38 have involved the bombing of airfields, construction works, gun positions and shipping in heavily defended ports. The remainder of his offensive operational sorties have included fighter sweeps and escort sorties and several individual operations on which he has attacked with bombs and cannon, trains, railway and airfield installations at a low level, with accuracy and determination to press home an attack to the full.

On the 24th April 1944 he had an engine failure in a Typhoon aircraft while at an altitude of 300 feet. The field selected for a crash landing necessitated an approach over a public roadway at hedge height.

At the last moment, four civilians on bicycles crossed the road; without hesitation and without thought for himself, he pulled up, his rapidly decreasing airspeed swinging him into a row of trees, completely writing off the aircraft. This prompt action saved the lives of the civilians.

Statistical Summary

Total operational hours - 86.05 hours

Number of sorties - 71

He has carried out 15 escorts, five patrols, five Rhubarbs, 24 Bombing and Dive Bombings, eight R.P.s, two Long Range, eight Shipping.

This was endorsed by his Wing Commander on 15 May 1944, by the Group Commander on 30 May 1944, by Air Marshal Arthur Conningham on 10 June 1944 and by Air Chief Marshal Trafford Leigh-Mallory on 24 June 1944.

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MONTGOMERY, F/L William John Irwin (J9186) - **Mention in Despatches** - No.161 Squadron (Canada) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Winnipeg; 13 October 1921; educated there. Eaton sales clerk. Enlisted in Winnipeg, 10 March 1941 and posted to No.2 Manning Depot. To No.1 ANS (guard), 10 April 1941; to No.2 ITS, 8 June 1941; graduated and promoted LAC, 27 July 1941 when posted to No.14 EFTS; graduated 13 September 1941 when posted to No.11 SFTS; graduated and commissioned 5 December 1941. To No.31 GRS at date uncertain; to Eastern Air Command, 1 March 1942; to No.113 (BR) Squadron, 2 March 1942; promoted Flying Officer, 1 October 1942; to No.161 (BR) Squadron, 4 May 1943; promoted Flight Lieutenant, 1 September 1943; to Eastern Air Command Headquarters, 19 April 1944. Released 11 September 1945. As of recommendation for award he had flown 1,485:15 hours, 389 operational hours (58 sorties).

This pilot has been employed on operational duties in the North Atlantic area and has completed his sorties over long distances and difficult weather with outstanding diligence and skill.

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MONTIGNY, F/L Laurence Seymour (C2845) - **Air Force Cross** - No.1 Bombing and Gunnery School - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Cleveland, Ohio, 22 October 1907. Enlisted in Ottawa, 1 October 1940 in General List and commissioned that date. To No.1 BGS, 14 November 1941. Attained rank of Flight Lieutenant, 1 July 1942; promoted Squadron Leader, 1 March 1943. To No.1 Training Command Headquarters, 10 August 1944. Resigned his commission, 26 September 1944. Medal presented by Governor General, 16 April 1943.

During two years continuous service at No.1 Bombing and Gunnery School, Jarvis, Flight Lieutenant Montigny has shown a high sense of loyalty. His knowledge of aircraft, his flying ability and resistance he has shown during long hours in the air has inspired confidence in younger pilots during the days when such inspiration was most needed. This officer has been unhesitating in flying all types of aircraft and has carried out 1,000 hours of flying on training schedules. He has displayed great skill and initiative and keen devotion to duty at all times.

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MONTURE, WO (now P/O) Earl Harold (R78918/J86058) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 14 March 1919. Home in London, Ontario; enlisted there 4 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.4 Manning Depot, 24 April 1941. To No.31 SFTS

(guard), 3 May 1941. To No.1 WS, 20 July 1941; promoted LAC, 21 August 1941; graduated 6 December 1941 when posted to No.4 BGS; graduated and promoted Sergeant, 6 January 1942. To "Y" Depot that date. To RAF overseas, 23 January 1942. Promoted Flight Sergeant, 6 July 1942. Promoted WO2, 6 January 1943. Promoted WO1, 6 July 1943. Commissioned 9 May 1944. Promoted Flying Officer, 9 November 1944. Repatriated 28 March 1945. Released 7 May 1945. No citation in AFRO.

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MONTY, F/O Charles Eugene Neil (J18935) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 2 June 1914 at Trois Rivieres, Quebec; home in Montreal (typist); enlisted in Toronto, 28 June 1941. To No.1 Manning Depot, 23 July 1941. To No.14 SFTS (guard), 9 August 1941. To No.5 ITS, 27 October 1941; graduated and promoted LAC, 20 December 1941 when posted to No.9 AOS. Ceased training and posted to Trenton, 12 April 1942; to No.6 BGS, 9 May 1942; graduated and promoted Sergeant, 8 June 1942. To "Y" Depot, 9 June 1942. To RAF overseas, 19 July 1942. Promoted Flight Sergeant, 8 December 1942. Promoted WO2, 8 June 1943. Commissioned 16 July 1943. Promoted Flying Officer, 16 January 1944. Repatriated 21 December 1944. Date of discharge uncertain. Served in postwar RCAF as an Administrative Officer, 26 January 1949 to 10 June 1959 (service number 121062). Medal presented 5 October 1948. RCAF photo PL-40232 (ex UK-15807 dated 16 October 1944) shows four gunners of No.427 Squadron grouped around a fireplace following a raid on Bochum. Left to right they are F/O J.R. Thackeray (Regina), F/O Hugh MacGregor (Kitscoty, Alberta), F/O C.E. Monty (Montreal, on second tour) and Warrant Officer D.J. McCoy, DFM (Carruthers, Saskatchewan, on second tour). 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 48 ½ sorties (326 hours 45 minutes), 16 February to 24 June 1943 (205 hours 15 minutes, 25 ½ sorties) and 12 August to 2 November 1944 (121 hours 30 minutes, 23 sorties). It seems that a mining sortie counted only one-half during first tour (when he did five).

This Air Gunner has completed two operational bombing tours against the enemy. At all times he has been an example of cheerful courage, unselfishness and sacrifice, not only to his crew but to the squadron in general.

The sortie list was as follows:

- 16 February 1943 - Lorient (4.50)
- 19 February 1943 - Wilhelmshaven (5.35)

26 February 1943 - Cologne (5.15)
9 March 1943 - Gardening (6.30)
12 March 1943 - Essen (4.55)
22 March 1943 - Gardening (4.30)
26 March 1943 - Duisburg (4.45)
28 March 1943 - St. Nazaire (5.05)
4 April 1943 - Kiel (6.25)
10 April 1943 - Frankfurt (6.40)
14 April 1943 - Stuttgart (7.25)
16 April 1943 - Mannheim (7.10)
26 April 1943 - Duisburg (5.05)
27 April 1943 - Gardening (3.20)
4 May 1943 - Dortmund (5.25)
5 May 1943 - Sea Search (3.45)
12 May 1943 - Duisburg (5.00)
13 May 1943 - Bochum (6.00)
23 May 1943 - Dortmund (5.00)
27 May 1943 - Essen (4.50)
29 May 1943 - Wuppertal (5.50)
12 June 1943 - Gardening (4.15)
13 June 1943 - Gardening (6.25)
21 June 1943 - Krefeld (4.25)
22 June 1943 - Mulheim (4.55)
24 June 1943 - Wuppertal (5.50)
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12 August 1944 - Diversion (6.35)
25 August 1944 - St.Mathieu (5.40)
27 August 1944 - Mimoyecques (4.10)
28 August 1944 - Ferme de Forrestel (4.10)
31 August 1944 - Cezembre (5.30)
3 September 1944 - Volkel (3.35)
6 September 1944 - Emden (4.20)
11 September 1944 - Le Havre (4.15)
12 September 1944 - Dortmund (5.30)
17 September 1944 - Boulogne (4.00)
20 September 1944 - Calais (3.00)
25 September 1944 - Calais (4.20)
27 September 1944 - Sterkrade (5.30)
28 September 1944 - Cap Gris Nez (4.20)
9 October 1944 - Bochum (6.45)

12 October 1944 - Wanne Eickel (5.30)
14 October 1944 - Duisburg (5.25)
14 October 1944 - Duisburg (5.45)
22 October 1944 - Gardening (6.35)
25 October 1944 - Homburg (5.10)
30 October 1944 - Cologne (5.55)
1 November 1944 - Oberhausen (5.50)
2 November 1944 - Dusseldorf (5.25)

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MOODIE, F/O Duncan McNaught (J12811) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 16 November 1943 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 23 September 1916 in Shanghai, China. Home in Edinburgh. Worked for a shipping agency, 1934-1939 and then as a shipping clerk with Charles Hadden and Company (operating to Dutch East Indies), 1939-1941, being in San Francisco as of August 1941. Had served in Officer Training Corps while attending school (1931-1934) and 19th Lothian Border Horse, Edinburgh (Territorial Army), 1934-1939. Enlisted in Vancouver, 22 August 1941 and posted to No.3 Manning Depot, Edmonton. To No.15 SFTS, Claresholm (non-flying duties), 26 September 1941. To No.4 ITS, Edmonton, 27 October 1941. Graduated 20 December 1941 on promotion to LAC; to No.5 EFTS, High River, 21 December 1941. To No.4 Manning Depot, 15 March 1942; to No.4 SFTS, Saskatoon, 29 March 1942. Graduated and commissioned 17 July 1942. To RAF Ferry Command, 2 August 1942. To "Y" Depot, 20 August 1942. Embarked from Canada, 21 August 1942. Disembarked in UK, 1 September 1942. To No.12 (P) AFU, 11 September 1942. To No.19 OTU, 20 October 1942. To No.1651 Conversion Unit, 19 January 1943. To No.1660 Conversion Unit, 2 February 1943. To No.44 (Rhodesia) Squadron, 10 March 1943. Attached to No.97 Squadron, 3 April 1943. Attachment confirmed as posting to No.97 Squadron, 1 October 1943. Killed in action 18 October 1943 on Lancaster JB220; buried in Germany. Medal presented to next-of-kin, 14 May 1946.

This pilot is captain of a most reliable and capable crew and has taken part in all the recent major operations against Germany including three on Berlin and four on Hamburg. In July 1943, when attacking Hamburg, his aircraft was illuminated by searchlights and sustained damage from heavy anti-aircraft fire which he succeeded in evading. Despite this he completed the attack and made a safe return to base.

The website "Lost Bombers" has the following on his loss. Lancaster JB220, No.97 Squadron (OF-O), target Hannover, 18/19 October 1943. JB220 was delivered to No.97 Squadron from No.32 Maintenance Unit, 9 September 1943. No other operations traced. When lost this

aircraft had a total of 55 hours. Airborne at 1738 hours on 18 October 1943 from Bourn. Cause of loss not established. Crashed at Erichshagen, 2 km northeast of Nienburg on the east bank of the River Weser. Crew were F/L D.McN Moodie, DFC, RCAF (killed, parents living in Edinburgh); Sergeant L.E.Melbourne (killed); Flight Sergeant J.T.Bundle, DFM (killed); Flight Sergeant H.W.N.Clausen, DFM (POW); Flight Sergeant T.E.Stamp (killed); Flight Sergeant L.A.Drummond (killed); Flight Sergeant F.A.Hughes (killed).

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MOODIE, S/L Russell Lawson (J3110) - **Air Force Cross** - No.6 Squadron (now at Western Air Command Headquarters) - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born in Montreal, 10 March 1909. Educated there including Westmount High School and McGill (one year of pre-Science and second year Physics). Assisted in organizing McGill Light Aeroplane Club and received about five hours instruction of Moths (skiies). Employed as a mechanical draughtsman by Northern Electric (1928-1931), B.C. Government Forest Service (1934-1936, engineer and radio operator on launch **Oliver Clark**), and worked 1937-1939 for Joseph Sommer and Sons (photographic supply store, camera repairman. Enlisted in Vancouver, 9 May 1940 and posted to No.1 Manning Depot, Toronto. To No.1 ITS, Toronto, posted 27 May 1940; graduated and promoted LAC, 22 June 1940 on posting to No.1 AOS, Malton; to No.1 BGS, Jarvis, 15 September 1940; graduated and promoted Sergeant, 28 October 1940. To No.1 ANS, Rivers, 21 November 1940. Commissioned 1 December 1940. To No.3 Manning Depot, Rockcliffe, 10 December 1940. To "Y" Depot, 16 December 1940; to No.15 OTU, 5 January 1941. To Middle East, 10 May 1941. Promoted Flying Officer, 1 December 1941. Posted on 7 January 1942 to No.24 CAOS, Moffat, Rhodesia as navigation instructor and spent 14 months there. Assessed on 3 March 1943 as a sound officer who used common sense (he had flown 246 hours there, 108.15 in previous six months). Promoted Flight Lieutenant, 16 July 1942. Repatriated 10 April 1943. Remustered for pilot training and posted to No.5 EFTS, High River, 15 May 1943; graduated 24 July 1943 and posted to No. 19 SFTS, Vulcan, Alberta; graduated 19 November 1943. To No.31 GRS on 19 November 1943; to No.6 Squadron, 22 February 1944. Promoted Squadron Leader, 1 March 1945. To Western Air Command Headquarters, 4 August 1945. Remained in postwar RCAF (service number 19840) in Signals Branch, reverting to Flight Lieutenant, 1 October 1946. To Sea Island, 31 December 1946. To Northwest Air Command Headquarters, 1 March 1947. To Radio and Communication School, Clinton, 31 January 1948. To No.6 Repair Depot, Trenton, 8 August 1949. Promoted Squadron Leader, 1 June 1950. To AFHQ, Ottawa, 9 January 1951. To Air Material Headquarters, Ottawa, 7 August 1951. To Staff College, Toronto, 9 September 1953. To No.1 Air Division, Metz, 1 August 1954. To Allied Air Forces Headquarters, 31 December 1955. To No.408 Squadron, Rockcliffe, 12 September 1957. Retired 29 June 1958. Died in Vancouver, 18 March 1985 as per British Columbia Vital Statistics. RCAF photo PL-962 shows him as LAC, Bomb Aimer, before commissioning. RCAF photo PL-1891 shows P/O J.W.

Hoadley (Kamloops), P/O C.P. Davidson (Vancouver) and P/O R.L. Moodie (Victoria). As of date recommendation for award he had completed 1,856 flying hours (653 operational hours, 81 sorties). He had flown 293 hours 40 minutes in previous six months and had 242 hours ten minutes flying as an instructor. Medal sent by registered mail 31 January 1949. Medals with Canadian War Museum (AN 19870175-001).

In flying on the West Coast of Canada, this pilot has continued to display the same high standard of service as he displayed as a navigator during his tour of operational flying overseas. As a flight commander his skill, leadership and devotion to duty have set an excellent example to his fellow officers and gained for him the respect of all squadron personnel.

Notes:

He was originally recommended for a Mention in Despatches by the Commanding Officer, No.6 (BR) Squadron, as follows:

This officer's service career has been outstanding in every respect. After a splendid record during an operational tour overseas as a Navigator he is maintaining the same high standard as a pilot on his second tour of operations. As a Flight Commander, his efficiency and constant devotion to duty has set an example to his fellow officers and gained for him the respect of all squadron personnel.

Air Vice-Marshal F.V. Heakes suggested an Air Force Cross and as of 23 October 1945 Air Commodore Martin Costello was supporting this as well.

Application for Operational Wing submitted 22 August 1945 noted that he had "Ceased operational flying on posting to Western Air Command, 3 August 1945" and listed the following sorties:

First Tour (observer, 28 sorties, 243 hours 50 minutes)

13 April 1941 - No.15 OTU, England - Wellington - bombing - 4.50 - northern France
24 April 1941 - No.15 OTU, England - Wellington - bombing - 6.25 - northern France
10 May 1941 - No.37 Squadron, Egypt - Wellington - bombing - 8.307
12 May 1941 - No.37 Squadron, Egypt - Wellington - bombing - 7.05
14 May 1941 - No.37 Squadron, Egypt - Wellington - bombing - 7.35
23 May 1941 - No.37 Squadron, Egypt - Wellington - bombing - 10.30 - Crete
29 May 1941 - No.37 Squadron, Egypt - Wellington - bombing - 9.25 - Crete

6 June 1941 - No.37 Squadron, Egypt - Wellington - bombing - 11.20 - Benghazi
14 June 1941 - No.37 Squadron, Egypt - Wellington - bombing - 10.00 - El Gazala
16 June 1941 - No.37 Squadron, Egypt - Wellington - bombing - 11.10 - Benghazi
16 July 1941 - No.37 Squadron, Egypt - Wellington - bombing - 12.00 - Derna
22 July 1941 - No.37 Squadron, Egypt - Wellington - bombing - 11.25 - Benghazi
31 July 1941 - No.37 Squadron, Egypt - Wellington - bombing - 11.30 - Benghazi
5 August 1941 - No.37 Squadron, Egypt - Wellington - bombing - 12.05 - Benghazi
10 August 1941 - No.37 Squadron, Egypt - Wellington - bombing - 11.50 - Benghazi
22 August 1941 - No.37 Squadron, Egypt - Wellington - bombing - 11.00 - Benghazi
25 August 1941 - No.37 Squadron, Egypt - Wellington - bombing - 11.30 - Benghazi
28 August 1941 - No.37 Squadron, Egypt - Wellington - bombing - 12.35 - Greece
5 September 1941 - No.37 Squadron, Egypt - Wellington - bombing - 10.10 - Derna satellite
10 September 1941 - No.37 Squadron, Egypt - Wellington - bombing - 11.05 - Benghazi
12 September 1941 - No.37 Squadron, Egypt - Wellington - bombing - 9.00 - Benghazi
16 September 1941 - No.38 Squadron, Malta - Wellington - bombing - 3.40 - Tripoli
17 September 1941 - No.38 Squadron, Malta - Wellington - bombing - 3.40 - Tripoli
23 September 1941 - No.38 Squadron, Malta - Wellington - bombing - 4.30 - Tripoli
25 September 1941 - No.38 Squadron, Malta - Wellington - bombing - 3.30 - Tripoli
27 September 1941 - No.38 Squadron, Malta - Wellington - bombing - 3.25 - Palermo
30 September 1941 - No.38 Squadron, Malta - Wellington - bombing - 3.10 - Palermo
10 October 1941 - No.37 Squadron, Egypt - Wellington - bombing - 7.05 - target ?

Second Tour (pilot, 58 sorties, 481 hours 30 minutes)

26 April 1944 - No.6 (BR) Squadron - bomber recce - 7.50
28 April 1944 - No.6 (BR) Squadron - bomber recce - 4.10
30 April 1944 - No.6 (BR) Squadron - bomber recce - 11.00
5 May 1944 - No.6 (BR) Squadron - bomber recce - 12.50
7 May 1944 - No.6 (BR) Squadron - bomber recce - 8.15
10 May 1944 - No.6 (BR) Squadron - bomber recce - 11.00
14 May 1944 - No.6 (BR) Squadron - bomber recce - 11.00
28 May 1944 - No.6 (BR) Squadron - bomber recce - 10.50
30 May 1944 - No.6 (BR) Squadron - bomber recce - 5.35
1 June 1944 - No.6 (BR) Squadron - bomber recce - 9.15
5 June 1944 - No.6 (BR) Squadron - bomber recce - 11.20
11 June 1944 - No.6 (BR) Squadron - bomber recce - 10.00
15 June 1944 - No.6 (BR) Squadron - bomber recce - 15.30
19 June 1944 - No.6 (BR) Squadron - bomber recce - 3.00
21 June 1944 - No.6 (BR) Squadron - bomber recce - 8.10

23 June 1944 - No.6 (BR) Squadron - bomber recce - 2.15
25 June 1944 - No.6 (BR) Squadron - bomber recce - 13.20
30 June 1944 - No.6 (BR) Squadron - bomber recce - 12.20
3 July 1944 - No.6 (BR) Squadron - bomber recce - 10.40
9 July 1944 - No.6 (BR) Squadron - bomber recce - 4.10
11 July 1944 - No.6 (BR) Squadron - bomber recce - 3.05
17 July 1944 - No.6 (BR) Squadron - bomber recce - 1.50
19 July 1944 - No.6 (BR) Squadron - bomber recce - 10.35
25 July 1944 - No.6 (BR) Squadron - bomber recce - 10.20
31 July 1944 - No.6 (BR) Squadron - bomber recce - 7.30
6 August 1944 - No.6 (BR) Squadron - bomber recce - 11.35
10 August 1944 - No.6 (BR) Squadron - bomber recce - 10.00
13 August 1944 - No.6 (BR) Squadron - bomber recce - 2.30
17 August 1944 - No.6 (BR) Squadron - bomber recce - 10.20
19 August 1944 - No.6 (BR) Squadron - bomber recce - 9.00
20 August 1944 - No.6 (BR) Squadron - bomber recce - 9.05
22 August 1944 - No.6 (BR) Squadron - bomber recce - 5.40
29 August 1944 - No.6 (BR) Squadron - bomber recce - 14.00
6 October 1944 - No.6 (BR) Squadron - bomber recce - 6.40
20 October 1944 - No.6 (BR) Squadron - bomber recce - 6.15
19 November 1944 - No.6 (BR) Squadron - bomber recce - 9.35
30 November 1944 - No.6 (BR) Squadron - bomber recce - 8.20
3 December 1944 - No.6 (BR) Squadron - bomber recce - 7.25
15 Decemner 1944 - No.6 (BR) Squadron - bomber recce - 7.10
29 December 1944 - No.6 (BR) Squadron - bomber recce - 8.00
3 January 1945 - No.6 (BR) Squadron - bomber recce - 15 minutes
19 January 1945 - No.6 (BR) Squadron - bomber recce - 8.20
31 January 1945 - No.6 (BR) Squadron - bomber recce - 5.30
4 February 1945 - No.6 (BR) Squadron - bomber recce - 8.30
20 February 1945 - No.6 (BR) Squadron - bomber recce - 5.05
24 February 1945 - No.6 (BR) Squadron - bomber recce - 7.10
27 February 1945 - No.6 (BR) Squadron - bomber recce - 5.00
8 March 1945 - No.6 (BR) Squadron - bomber recce - 7.50
12 March 1945 - No.6 (BR) Squadron - bomber recce - 10.10
15 March 1945 - No.6 (BR) Squadron - bomber recce - 1.05
11 April 1945 - No.6 (BR) Squadron - bomber recce - 9.40
16 April 1945 - No.6 (BR) Squadron - bomber recce - 45 minutes
16 April 1945 - No.6 (BR) Squadron - bomber recce - 7.15
14 May 1945 - No.6 (BR) Squadron - bomber recce - 12.30
19 May 1945 - No.6 (BR) Squadron - bomber recce - 9.35

10 June 1945 - No.6 (BR) Squadron - bomber recce - 2.10
22 June 1945 - No.6 (BR) Squadron - bomber recce - 12.00
30 June 1945 - No.6 (BR) Squadron - bomber recce - 5.45
29 July 1945 - No.6 (BR) Squadron - bomber recce - 10.20
30 July 1945 - No.6 (BR) Squadron - bomber recce - 11.10

Selected Assessments:

“A very fine type of officer and a good pilot who lacks only night flying qualifications to be fully qualified on Canso and Catalina aircraft.” (S/L A.C. Neale, No.6 Squadron, Coal Harbour, 5 November 1944).

“An experienced, mature officer and a capable Flight Commander and pilot.” (S/L A.C. Neale, No.6 Squadron, Coal Harbour, 18 February 1945).

“This officer has been employed in the Technical Signals Section of this Depot since his graduation from Clinton in July 1949. He is very keen and eager to acquire practical experience as a Signals Officer and willingly accepts any duty which may be detailed to him. He has proven himself capable of producing thoroughly satisfactory results with a minimum of supervision. He has indicated that he possesses resourcefulness and initiative.” (S/L J.W. McCalla, 5 February 1950)

“This officer has an active interest in auto mechanics, rifles, guns and shooting, and in auto racing as well as many another hobby. He has an average knowledge of electronics and an above average knowledge of mechanics. An eagerness to learn is always evident. Moodie has been given a difficult project which requires the collection of microwave data into an appreciation. This requires a developed knowledge of microwave equipment and staff work in writing appreciations which Moodie does not have. This officer has been given guidance in written expression which is his weakness.” (W/C R.D. Carter, Air Material Command, 2 September 1953)

“Squadron Leader Moodie is the type of officer whose ability and capacity for work at any level are well nigh inexhaustible. He has a quiet, efficient manner in attacking problems, researches every facet and his solutions are sound and practical. He has a wealth of knowledge in his own and other fields. He applies this in his work. He verges on a superior officer rating.” (Colonel Ross T.Samson, 5 July 1957).

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MOODY, Corporal John Beverly (R122510) - **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 14 February 1920. Home in Glen Williams, Ontario; enlisted in Hamilton, 25 July 1941 as Aero Engine Mechanic. Posted to No.15 SFTS, 2 August 1941; promoted to LAC, 1 April 1942; to "Y" Depot, Haliux, 16 November 1942; to RAF overseas, 10 December 1942; promoted Corporal, 18 August 1943; repatriated 13 June 1945; released 1 September 1945. Died 7 September 2005 in Georgetown, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2006. 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 16 months 17 days in Canada, 37 months 20 days overseas. Fitter II (Engines) in Repair and Inspection Section.

The above mentioned airman is one of the most efficient and conscientious workers in this section. He has been in charge of the maintenance of an aircraft for the past year and a half and has devoted himself with untiring zeal to his work under all conditions.

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MOODY, F/O Vincent Kenneth (J15362) - **Distinguished Flying Cross** - No.610 Squadron - Award effective 20 January 1944 as per **London Gazette** dated 25 January 1944 and AFRO 644/44 dated 24 March 1944. Born 18 December 1919 in Taunton, Massachusettes, the son of two Nova Scotians. Home in Shelburne, Nova Scotia, where he was educated. Labourer for a cement company, 1937-1938, then worked on his father's farm. Enlisted in Halifax, 23 October 1940. To 2 Manning Depot, Brandon, 23 October 1940 To No.4 SFTS, Saskatoon (non-flying duties), 8 December 1940. To No.2 ITS, 24 December 1940; promoted LAC 28 January 1941. To No.16 EFTS, 28 January 1941. To No.2 Manning Depot, 29 March 1941; to No.11 SFTS, Yorkton, 11 April 1941. Course completed 25 June 1941, although not promoted Sergeant until 4 July 1941. Warned for embarkation, 4 July 1941; to RAF overseas, 3 August 1941. To No.58 OTU, 27 August 1941. To No.118 Squadron, 25 November 1941. Commissioned 28 April 1942. Posted to Malta, flying off HMS **Eagle** on 15 July 1942. Taken on strength of No.603 Squadron, 15 July 1942. Taken on strength of No.229 Squadron, 5 August 1942. Taken on strength of No.249 Squadron, 18 September 1942. Crash-landed at Takali, 25 September 1942 after being hit by Bf.109s (Spitfire EP135, coded T-Z). Completed Malta tour and posted to No.2 PDC, 16 December 1942. Disembarked in UK, 24 December 1942. To Air Fighting Development Unit, 9 January 1943. To No.263 Squadron, 2 April 1943. To No.610 Squadron, 16 April 1943. Damaged Spitfire W3630 at Southend on 9 September 1943 on return from an operational sortie, landing at 95 mph, ballooned on touch-down. Nose came up and aircraft rocked, starboard wing tip touching ground. He then regained control and completed landing run, although starboard tyre punctured. Blame shared between him and condition of airfield. At the time he had flown 710 hours (all types) of which 474 were on Spitfires. Attached to No.131

Squadron, 10 February 1944, confirmed as posting to that unit as a Flight Commander, 16 February 1944. Chris Shores, **Those Other Eagles** (Grub Street, London, 2004) provides a victory list as follows: **13 March 1942**, one Ju.88 probably destroyed 15 miles southwest of Alderney, shared with another pilot (No.118 Squadron, Spitfire AD581); **23 March 1942**, one Ju.88 damaged 15 miles south-southeast of Portland Bill; **15 October 1942**, one Ju.88 destroyed 10 miles north of Zonkar (No.249 Squadron, Spitfire EP135 coded T-Z); **17 October 1942**, one Bf.109 damaged, Comino-St. Paul's Bay area (No.249 Squadron, Spitfire '290', coded T-1); **27 October 1942**, one Bf.109 damaged, Dingli (No.249 Squadron, Spitfire AR466, coded T-R); **8 October 1943**, one Bf.110 destroyed and one Bf.110 damaged, 50 miles northwest of Brest (No.610 Squadron, Spitfire AD577). Killed in action, 12 June 1944 (Spitfire MD123, No.131 Squadron) over France. Attacking ground targets at Le Mans, hit by flak and streamed black smoke; reported to have radioed, "I am going to bale out", but no more heard. Medal presented to next-of-kin, 11 June 1945.

This officer has taken part in a large number of escort sorties and reconnaissance missions over enemy territory. He participated in operations from Malta during a period of intense activity, and later engaged in sweeps over Sicily. On one occasion, in October 1943, Flying Officer Moore's section was attacked by eight Messerschmitt 110s. Under his successful leadership two of the enemy aircraft were destroyed. He has, himself, destroyed two enemy aircraft and damaged many others.

NOTE: His file has a copy of an assessment, supposedly dated 14 August 1943 but almost certainly sometime in late 1942 by S/L E.N. Woods:

An excellent influence on other pilots in the squadron. During a rather intensive period of operations sets an excellent example to the other pilots. He was shot up rather badly three times, but in spite of this he was always cheerful and volunteered for any operation however hazardous.

On 11 July 1943, S/L J.W. Murray (Air Fighting Development Unit) reported he had flown 640 hours (175 in previous six months) and wrote:

A keen operational pilot, who should do well on a squadron.

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MOODY, Corporal William Edward Alexander (R52586) - **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 1 September 1917. Home in Lowbanks, Ontario; enlisted in

Niagara Falls, 28 January 1940. Promoted AC1, 29 April 1940; promoted LAC, 29 July 1940; to Western Air Command, 4 April 1941; to No.8 (BR) Squadron, 20 February 1942 until 31 March 1942. Promoted Corporal, 1 August 1942. To "Y" Depot, Halifax, 16 September 1942; to RAF overseas, 27 October 1942. Repatriated 18 June 1945; released 8 September 1945. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has list of MiDs this date with unit. No citation in AFRO or biographical file. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 3 February 1945.

This NCO is outstanding in ability as a telephone operator and with his agreeable personality he contributed much to the efficiency of the station telephone exchange. Corporal Moody has always displayed unfailing enthusiasm in the performance of his sometimes nerve-racking duties, so much so that his officer has on numerous occasions been recipient of compliments concerning his operating ability. As this junior NCO has a long and noteworthy overseas career, marked by excellent recommendations, it is strongly recommended that he be Mentioned in Despatches.

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MOONEY, F/O Charles Harold (J86011) - **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 6 July 1923 in Vankleek Hill, Ontario (storesman); enlisted in Ottawa 7 October 1941. To No.2 Manning Depot, 17 November 1941. To No.35 EFTS (non-flying duties), 17 January 1942. To No.7 ITS, date uncertain; graduated 8 May 1942 when promoted LAC. To No.3 AOS, 9 May 1942; to Trenton, 20 September 1942; to No.4 BGS, 26 September 1942; to No.9 AOS, 21 November 1942. Graduated 31 December 1942 when promoted Sergeant. To "Y" Depot, 13 January 1943; to RAF overseas, 25 January 1943. Promoted Flight Sergeant, 30 June 1943. Commissioned 6 December 1943. Promoted Flying Officer, 6 June 1944. Repatriated 9 July 1945. To No.1 Air Command, 20 July 1945. To No.16 SFTS, 21 August 1945. To No.3 Release Centre, Released 13 September 1945. Medal presented in Montreal 25 November 1949. Photo PL-48249 shows him after investiture. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9070 has recommendation dated 20 February 1945 when he had flown 35 sorties (208 hours 22 minutes), 6 August 1943 to 14 February 1945.

* denotes counted as 1/3 operation

6 August 1943 - Naples (6.15)

8 August 1943 - Messina (6.00)

13 August 1943 - Palmi-Seilla (6.05)
15 August 1943 - Viterbo (6.15)
19 August 1943 - Foggia (7.20)
21 August 1943 - Baltipaglia (6.55)
24 August 1943 - Torre Annunziata (6.15)
31 August 1943 - Salerno (5.45)
3 September 1943 - Capodichino (5.30)
3 October 1943 - Civitaecchia (6.35)
4 October 1943 - Formai (6.05)
5 October 1943 - Grosseto (7.10)

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15 February 1944 - Berlin (3.05), DNCO ?
24 February 1944 - Schweinfurt (7.55)
6 March 1944 - Trappes (5.10)*
7 March 1944 - Le Mans (6.10)*
26 March 1944 - Essen (5.00)
9 April 1944 - Villeneuve St.Georges (5.55)*
17 August 1944 - Westrove (3.50)
27 September 1944 - Bottrop (5.00)
28 September 1944 - Cap Gris Nez (3.55)
30 September 1944 - Sterkrade (4.35)
6 October 1944 - Dortmund (6.05)
9 October 1944 - Bochum (5.15)
14 October 1944 - Duisburg (4.50)
23 October 1944 - Essen (4.45)
30 October 1944 - Cologne (6.30)
21 November 1944 - Castrop Rauxel (7.05)
27 November 1944 - Duisburg (5.00)
30 November 1944 - Neuss (6.40)
22 January 1945 - Duisburg (4.15)
28 January 1945 - Stuttgart (5.50)
1 February 1945 - Mannheim (5.35)
2 February 1945 - Wanne Eickel (4.02)
7 February 1945 - Cleve (4.20)
8 February 1945 - Wanne Eickel (4.35)
14 February 1945 - Chemnitz (6.50)

Flying Officer Mooney is a very capable and efficient Air Bomber. Besides attacks

on many heavily defended targets in Germany, he has participated in attacks on small targets in occupied territory, calling for a very high standard of bomb aiming, and has always achieved excellent results. The spirit and keenness of this officer has been a great asset to the squadron at all times, making itself felt on many occasions.

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MOONEY, Sergeant Gordon Maxwell (R106143) - **British Empire Medal** - No.2 Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born in Meota, Saskatchewan, 10 October 1917. Home in Winnipeg. Clerical work for three years. Member, Winnipeg Light Infantry, 8 August to 28 November 1940. Member of the RCNVR, 29 November 1940 to 16 May 1941 (Probationary Victualling Assistant, Ordinary Mate). Enlisted in RCAF in Winnipeg, 19 May 1941. To No.2 Manning Depot, Brandon, 5 August 1941. To No.34 SFTS, Medicine Hat, 9 October 1941. To No.4 ITS, Edmonton, 23 November 1941. Promoted LAC, 17 January 1942. To No.3 AOS, Regina, 18 January 1942. To No.2 AOS, Edmonton, 24 January 1942. To Composite Training School, Trenton, 26 February 1942. To No.2 Training Command Headquarters, Winnipeg, 14 April 1942. Promoted Corporal, 1 July 1943. Promoted Sergeant, 1 April 1945. Served in postwar RCAF (22715), reverting to Corporal and commencing 1 October 1946 with No.2 Air Command; to Station Winnipeg, 1 March 1947; to No.2 Composite Training School, 29 May 1947; to Station Winnipeg, 21 September 1947; to No.4 LORAN Unit, Kittigazuit, 11 January 1949; to Tactical Air Group, 9 September 1949; to Northwest Air Command, 30 October 1950. Promoted Sergeant, 1 April 1951. To Tactical Air Group Headquarters, Edmonton, 1 August 1951. To Recruiting Unit, Fort William, 1 September 1951. To Station Whitehorse, 19 February 1953. To AFHQ, 27 January 1956; to No.23 Wing, Saskatoon, 7 July 1956. Promoted Flight Sergeant, 1 April 1958. To Station Cold Lake, 1 July 1959. To Station Senneterre, 14 October 1964. To St. Hubert, 22 June 1965. Released 13 October 1967. Died in Surrey, British Columbia, 15 April 1987. Administrative clerk. Medal presented 17 January 1948.

This non-commissioned officer has contributed in a large degree to the efficiency of the Personnel Branch in No.2 Air Command Headquarters during three years of service in this Headquarters. He invariably completes with accuracy the most arduous duties involving extra hours, resourcefulness and initiative. His attitude towards his work, superiors and fellow-workers has been of the highest calibre.

Selected Assessments: "Sergeant Mooney has proven himself as thoroughly reliable and efficient both in the discharge of his duties as a clerk administrative supervisor and in the handling of the varied tasks necessarily assigned to him in the operation of a small recruiting unit. He has consistently shown excellent qualities of leadership both in his trade and in the

many constructive ideas he has submitted to assist in overcoming recruiting problems peculiar to this area. He is keenly interested in the success of recruiting and has applied himself intelligently and diligently and with considerable initiative to the realization of unit plans in this regard. He has shown himself capable of instructing and supervising even in the limited field offered by this unit." (F/L D.W. Brooke, Winnipeg Recruiting Unit, Fort Wolloam, 23 December 1952).

"Flight Sergeant Mooney was transferred to this unit as an additional SOR Senior NCO as a result of the heavy work load in administering the Val d'Or detachment during the build up to station status. He was instrumental in setting up the Station Val d'Or SOR and this was performed in a systematic and efficient manner. The SOR on this unit is also rated as above average in efficiency. This senior NCO always displays a friendly atmosphere in dealing with all personnel and is always cooperative, considerate and is well liked by his associates. He has an excellent grasp of the service and trade knowledge and carries out his primary duties in an earnest and devoted manner. Although considered quiet by nature he pursues the station and mess activities with vivid interest. Strongly recommended for promotion." (F/K T. Fiedosiewich, Station Senneterre, 3 May 1965).

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MOONEY, F/O Joseph Fred (J41167) - **Distinguished Service Order** - No.625 Squadron - Award effective 15 June 1945 as per **London Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born in Windsor, Ontario, 15 June 1921; home in Essex, Ontario (farmer); enlisted in Windsor, 8 October 1942 but granted Leave Without Pay until 25 October 1942 when taken on strength of No.1 Manning Depot. Posted to No.1 ITS, 15 January 1943; to No.9 Repair Depot, 26 February 1943. Trained at No.6 ITS (graduated 26 June 1943), No.7 EFTS (graduated 4 September 1943), and No.2 SFTS (graduated and commissioned 28 January 1944). Posted overseas 30 March 1944. Promoted Flying Officer, 28 July 1944. Promoted Flight Lieutenant, 11 April 1945. Repatriated 15 June 1945; to No.8 OTU, 19 June 1945; to Greenwood, 31 July 1945; to Eastern Air Command Headquarters, 3 October 1945; released 22 February 1946. Re-engaged in Supplementary Reserve, 1 September 1950 to 1 June 1957 (pilot). Cited with F/O Harold H. Harding (RCAF, awarded DFC). Medal presented 14 June 1949.

Flying Officers Mooney and Harding were pilot and navigator respectively in an aircraft detailed to attack Plauen one night in April 1945. Early on the outward flight the front windscreen became badly smeared with oil owing to an external leak. Although this obscured his vision, Flying Officer Mooney flew on. A little later the starboard inner engine became defective. The propeller had to be feathered. Shortly afterwards the port outer engine had to be put out of action. Despite this, Flying Officer Mooney was determined, if possible, to reach his

objective. Coming down to a much lower level and increasing his speed he flew on. Although deprived of the full use of the navigational aids, Flying Officer Harding navigated the aircraft to the target with great skill. While over the area much anti-aircraft fire was directed at the bomber. Several hits were sustained. Nevertheless, Flying Officer Mooney pressed home a most determined attack. The aircraft was losing height as he turned for home. When nearing Liege the starboard outer engine caught fire and had to be put out of action. Height could no longer be maintained. Flying Officer Mooney gave the order to abandon aircraft and ensured that all members of his crew had got clear before he himself jumped at 500 feet. After reaching the ground, Flying Officer Mooney collected his comrades together and within a very short time they returned safely to their unit. On this notable sortie, this officer displayed the highest standard of skill and courage, coupled with superb captancy. Flying Officer Harding also proved himself to be a most valuable crew member showing skill, coolness and devotion to duty in the face of great difficulties.

NOTE: Public Record Office Air 2/9086 has recommendation dated 20 April 1945 when he had flown 22 sorties (144 operational hours):

Flying Officer Mooney is the Canadian captain and pilot of a Lancaster aircraft detailed to attack Plauen on the night of 10/11 April 1945. Flying Officer Mooney had with him two members of his own crew and five members of a new, inexperienced crew whom he was taking on their first operational trip.

Soon after take off, and whilst still over this country, an external oil leak developed which covered the front windscreen with oil and which all efforts failed to clear. Flying Officer Mooney decided to fly on blind. Just over an hour before reaching the target that starboard inner engine began to give trouble and it had to be feathered half an hour later. Flying Officer Mooney, however, decided to press on on three engines and achieved his operational height for bombing. Almost simultaneously the port outer engine began to give serious trouble and had to be feathered 45 miles from the target. This caused the aircraft to lose height and also put both turrets and the automatic bombsight unserviceable. Undeterred by these setbacks he again decided to press home his attack.

He now realized that the only way of arriving on the target with the Main Bomber Force was deliberately to lose height and increase speed. This he did and eventually bombed from 10,000 feet on the Master Bomber's instructions. During the bombing run, as was inevitable at this height, the aircraft was

subjected to intense light flak fire and sustained numerous hits.

After leaving the target area and with only two engines, the captain decided to shorten his homeward route as much as possible and cross the Channel at the nearest point. The aircraft was still losing height and by the time he had reached 6,000 feet, the captain, though still determined to reach England, realised there was a distinct chance that this might not be possible.

When about 40 miles south of Liege the starboard outer engine caught fire and had to be feathered immediately. The aircraft now began to lose height rapidly and the captain managing to keep it on a straight course, gave the order to his crew to abandon the aircraft at 4,000 feet after having been warned by the navigator that there was high ground below. Flying Officer Mooney saw all members of the crew out by the front hatch before finally abandoning the aircraft himself when he was only 500 feet above ground level. He then managed to collect the rest of his crew members together and was returned to his unit after two or three days.

Throughout this trip Flying Officer Mooney showed an indomitable spirit and matchless courage to press home his attack when the odds were heavily against him. He overcame difficulties which might well have daunted more experienced captains. His determination to save his aircraft at all costs deserves the highest praise and his quiet, calm leadership and total disregard for his own safety was a deciding actor in the saving of the lives of a crew which included five members with no operational experience.

This officer has proved himself a splendid leader and an outstanding captain and I most strongly recommend him for an immediate award of the Distinguished Service Order.

On 21 April 1945, the Officer Commanding, Station Scampton, added his remarks:

The indomitable courage and unconquerable determination to attack the target despite almost insuperable odds, shown by this young Canada captain of aircraft, is true to the fighting tradition of his country and the RCAF and will for a long time be remembered as a magnificent example of morale and gallantry of the highest order and be an inspiration to all new crews. I most strongly recommend the immediate award of the Distinguished Service Order.

On 23 April 1945, the Air Commodore who commanded No.15 Base wrote:

This Canadian officer showed a magnificent determination in deciding to press home his attack despite the fact that only two of his four engines remained serviceable, and that he was therefore only able to bomb at a height so far below that of the Main Force as to invite, and receive, the most intense enemy fire from light flak. Subsequently it was due to his superb handling of his aircraft, and to his coolness and leadership when it became necessary to order his crew to abandon it, that he was able to save the lives of his crew and to get them back to this country.

I consider that this fine example of determination, cool courage and good captaincy well merits recognition by the award of the Distinguished Service Order.

This was further endorsed by the Air Officer Commanding, No.1 Group, on 25 April 1945.

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MOORE, F/O Allan Whitley (J23014) - **Air Force Cross** - No.8 Bombing and Gunnery School - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 3 February 1920. Enlisted in Toronto, 10 October 1940. Posted to No.1 ITS, Toronto, 22 December 1940. Graduated 27 January 1941 when promoted LAC and posted to No.10 EFTS. Posted to No.9 SFTS, 8 April 1941. Graduated 21 June 1941 when promoted Sergeant. To Trenton, 22 June 1941. To No.7 SFTS, 24 September 1941. Promoted Flight Sergeant, 21 December 1941. Promoted WO2, 21 June 1942. Promoted WO1, 21 December 1942. To No.8 BGS, 20 March 1943. Commissioned 2 March 1943. Promoted Flying Officer, 2 September 1943. To No.7 SFTS, 9 January 1944. Promoted Flight Lieutenant, 1 June 1944. To No.8 OTU, 2 October 1944. To No.31 Personnel Depot, 4 January 1945. To United Kingdom, 30 January 1945. Medal presented at Buckingham Palace, 13 July 1945. Repatriated to Canada, 2 August 1945. Released 19 September 1945. Governor General's Records, RG.7 Group 26, Volume 57, file 190-I has citation; notes that at time of recommendation he had flown 2,127 hours, 1,744 as instructor, 321 in past six months. NOTE: recommendation spells middle name as "Whiteley".

This officer, during his long service as a flying instructor, has displayed, at all times, the highest degree of initiative and resourcefulness. He has been a most diligent worker and his wealth of knowledge and experience has been of invaluable assistance to other instructors and pupils. He has been industrious and conscientious to a degree far beyond the normal requirements of his duties.

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MOORE, P/O Andrew Alan (J85151) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 27 September 1920 in Toronto; home in Maple, Ontario; enlisted in Toronto, 15 December 1941. To No.1 Manning Depot, 11 January 1942. To No.2 Training Command, 28 February 1942. To No.1 ITS, 23 May 1942; graduated and promoted LAC, 17 July 1942 but not posted to No.20 EFTS until 15 August 1942; may have graduated 9 October 1942 but not posted to No.5 SFTS until 24 October 1942; graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, Halifax, 2 April 1943. To RAF overseas, 15 May 1943. Promoted Flight Sergeant, 19 September 1943. Commissioned 15 February 1944. Promoted Flying Officer, 15 August 1944. Repatriated 2 August 1945. Released 12 August 1945. Medal sent by registered mail, 13 January 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9025 has recommendation dated 17 July 1944 when he had flown 27 1/3 sorties (152 hours 15 minutes):

20 April 1944 - Cologne
24 April 1944 - Karlsruhe
26 April 1944 - Essen
27 April 1944 - Friedrichshaven
30 April 1944 - Maintenon
3 May 1944 - Maily le Camp
7 May 1944 - Renne St.Jacques
9 May 1944 - Mardyke
11 May 1944 - Hasselt
15 May 1944 - GARDENING
19 May 1944 - Orleans
21 May 1944 - Duisburg
22 May 1944 - Dortmund
2 June 1944 - Calais
3 June 1944 - Wimmereaux
5 June 1944 - St.Martins de Vaire
6 June 1944 - Vire
9 June 1944 - Flers
12 June 1944 - Gelsenkirchen
14 June 1944 - Le Havre
16 June 1944 - Sterkrade
17 June 1944 - Aulnoye
22 June 1944 - Calais

23 June 1944 - Saintes
24 June 1944 - Flers
4 July 1944 - Orleans
7 July 1944 - Caen
12 July 1944 - Evigny

Pilot Officer Moore (a Canadian) was posted to No.103 Squadron on 8th April 1944. Since that time he has completed 27 1/3 sorties on heavy bomber aircraft, with a total of 152.15 operational flying hours.

In the course of this successful tour of operations, Pilot Officer Moore has taken part in attacks on a wide variety of targets, including industrial centres, oil targets and railway marshalling yards, in addition to recent operations by Bomber Command in support of the Allied Expeditionary Force in France. Whatever the target or the opposition from flak or fighters, he has pressed home his attacks with a degree of skill and determination which has been an inspiration to his crew and to the whole squadron. His calm and quiet manner cloaks a fine offensive spirit in action, and he has proved himself to be an ideal captain of aircraft, to whose ability the fine record of this crew is largely attributable.

It is strongly recommended that his example of efficiency and cheerful devotion to duty be recognized by the non-immediate award of the Distinguished Flying Cross.

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MOORE, FS Bernard Ivor (R62575) - **British Empire Medal** - No.12 Communications Squadron - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 30 November 1914. Enlisted in Cornwall, Ontario, 5 February 1940 as Equipment Assistant. To Technical Training School, St. Thomas, 29 February 1940. To No.5 Equipment Depot, 18 April 1940; promoted AC1, 5 May 1940; promoted LAC, 5 August 1940. Promoted Corporal, 15 December 1940. Promoted Sergeant, 1 October 1941. To No.10 (BR) Squadron, 20 April 1943; to Eastern Air Command Headquarters, 9 April 1944. To Rockcliffe, 22 April 1944. Promoted Flight Sergeant, 1 May 1944. Served in postwar RCAF (21493), reverting to Sergeant, 1 October 1946. To No.412 Squadron, 1 May 1947. To AFHQ, date uncertain. Promoted Flight Sergeant, 1 October 1949. Promoted WO2, 1 October 1952.

This non-commissioned officer has performed all his duties in a measure which has been an example to all. In addition he has spent many hours overtime in the

interests of the Service and over and above the duties normally required of him. He has been largely responsible for the efficient operation of the squadron.

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MOORE, FS David Ernest (R251633) - **British Empire Medal** - RCAF Overseas Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 26 January 1912. Enlisted in Toronto, 26 March 1943 as Lab Assistant. Posted that date to No.5 Manning Depot with rank of Acting Sergeant. To Halifax, 31 July 1943. To Eastern Air Command Headquarters, 30 November 1943. To "Y" Depot, 31 August 1944. Promoted Flight Sergeant, 1 September 1944. To RAF overseas, 4 September 1944. Repatriated 17 January 1946. Released 7 March 1946. Medal presented 19 November 1948.

This non-commissioned officer has been in charge of the assembly and operation of the Mobile Milk Units forwarded from Canada. He has proved his capabilities on detached duties by exercising excellent control of all personnel attached to these units in England and on the continent. The success of these units can be directly attributed to the resourceful and untiring energy and effort devoted by this non-commissioned officer.

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MOORE, FS Delbert Cecil (R75862) - **George Medal** - No.214 Squadron - Award effective 13 July 1943 as per **London Gazette** of that date and AFRO 1949/43 dated 24 September 1943. Born 7 May 1918. Home in Durham, Ontario; enlisted in Hamilton, 25 November 1940. To No.2 ITS, 5 February 1941; graduated and promoted LAC, 28 March 1941 when posted to No.6 EFTS; may have graduated 20 May 1941 but not posted to No.34 SFTS until 26 May 1941; graduated and promoted Sergeant, 8 August 1941. To Embarkation Depot, 9 August 1941. Arrived at Personnel Reception Centre, UK, 13 September 1941. To No.20 OTU, Lossiemouth, 30 September 1941. Promoted Flight Sergeant, 8 February 1942. To No.7 Squadron, 15 April 1942. First sortie was 3 May 1942 (second pilot to F/L H.G. Pilling, raid on Hamburg). Participated in "thousand plane" raids on Cologne and Essen before being posted. With No.218 Squadron, 6 June to 20 July 1942; posted to No.11 OTU, 20 July 1942; promoted WO2, 8 August 1942; to No.101 Conversion Flight, 15 September 1942. This merged (6 October 1942) with other Stirling flights to become No.1657 Conversion Unit, Stradishall. Posted to No.214 Squadron, 3 November 1942; first operation with that unit on 10 November 1942 (mining, West Frisians). Other trips included raid on Turin (9/10 December 1942). Posted non-effective (sick), 17 January 1943; promoted WO1, 8 February 1943; resumed operations with a new crew, 25/26 February 1943 (raid on Nuremberg). On night of 1 March 1943, raiding Berlin, he had to turn back after a night fighter disabled the mid-upper guns. George Medal incident was 9/10 March

1943 (target Munich). Cited with Sergeant H. Wilson (RNZAF) who also received the George Medal. Medal presented at Buckingham Palace, 2 November 1943. Repatriated to Canada 14 February 1944. To No.9 SFTS, 24 April 1944. Commissioned 21 August 1944. To No.4 BGS, 27 August 1944. Promoted Flying Officer, 21 February 1945. Released 1 March 1945. Photo PL-22187 (ex UK-5989 dated 4 November 1943) and PL-22189 (ex UK-5591 dated 4 November 1943) taken after investiture. RCAF photo PL-22190 (ex UK-5992 dated 4 November 1943) shows Flight Sergeant D.C. Moore (George Medal, Durham, Ontario) chatting after investiture with other recipients, notably (on his left) Technical Sergeant G.W. Ferrell (DFM, Belleville, New Jersey). RCAF photo PL-22192 (ex UK-5994 dated 4 November 1943) shows him showing George Medal to Mrs. I. Mynott (wife of a friend who provided hospitality during his recovery) and Nursing Sister C.E. Mott (who was his nurse during convalescence from burns). Photo PL-24096 shows him after investiture.

One evening in March 1943, Flight Sergeant Moore and Sergeant Wilson were captain and rear gunner respectively of an aircraft which crashed into a house soon after taking off, burst into flames and was completely wrecked. Most of the crew, although badly burned or injured, managed to escape through holes torn in the fuselage. Flight Sergeant Moore emerged from the pilot's escape hatch, went to the rear of the aircraft and re-entered the wreckage, which was now a raging inferno with bullets exploding. High explosive bombs were also carried. He found the mid-upper gunner trapped and unconscious against the main spar with his feet resting on the roof and his head on the floor. Calling for help, Flight Sergeant Moore was immediately joined by Sergeant Wilson, who was badly cut about the head, and together they re-entered the blazing bomber and succeeded in extricating their unconscious comrade. Sergeant Wilson sustained burns about his face and body in the process. Although almost completely exhausted, the two airmen carried the mid-upper gunner across a wire fence and over a deep ditch to a small enclosure sufficiently far from the aircraft to be comparatively safe. Sergeant Wilson then set out across the ploughed fields in search of help, while Flight Sergeant Moore, who was suffering extensively from burns, remained to encourage and sustain his injured crew.

The following from David Wallace via Peter Robertson and RAF Commands website: "Flight Sergeant Delbert 'Dinty' Moore RCAF was captain of Stirling III R9358 coded BU-A which was named 'the Saint' detailed to Munich that night. They took off at 8:39 pm but had one wheel that failed to retract, it hit a tree, tore the roof off an abandoned house, caught fire and crashed into a field 3/4 of a mile away with a full fuel and bomb load. Moore managed to get out through the pilot's escape hatch; he ran around to the mid section of the burning aircraft and went through a hole in the fuselage to see if all the crew had made it out. He found the mid-upper gunner trapped upside down and unconscious with a head wound while the fire

became a raging inferno and started setting off ammunition. Moore left the aircraft and called for help. The Rear Gunner, Hamish Wilson who was bleeding badly from the head came and together they went back into the burning aircraft and rescued their trapped crewmate while bullets were flying in every direction. Both suffered burns to the hands and face. They then assisted the rest of the crew who were all badly burned get a safe distance from the fire in case the bomb load exploded. Both Moore & Wilson were awarded the George Medal. Dinty Moore suffered severe burns and never flew again on operations. I believed he was a member of the Guinea Pig Club. There is a picture of BU-A on the back cover of Chorley's Vol. 4."

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MOORE, Corporal Dennis Gilbert (R161323) - **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 4 August 1916. Home in Freeman, Ontario; enlisted in Hamilton, 4 May 1942 as Radio Mechanic and posted to No.1 Manning Depot. To "G.A.C." or "C.A.C", 29 June 1942. To No.1 Manning Depot, 24 October 1942 when promoted LAC. To No.31 Radio Direction Finding School, 2 December 1942. To No.5 Manning Depot, 5 April 1943. To RAF Detachment, 22 April 1943 but not reported overseas until 26 June 1943. Promoted Corporal, 1 December 1943. Repatriated 7 December 1945; released 21 January 1946. Radar mechanic. Certificate sent 9 October 1948.

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MOORE, F/O Edgar Allen (J21034) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 24 November 1920 in Edson, Alberta; home there; enlisted in Edmonton, 10 September 1941 and posted to No.3 Manning Depot. To No.10 SFTS (guard), 16 January 1942. To No.7 ITS, 28 February 1942; graduated and promoted LAC, 10 April 1942. Posted to No.19 EFTS, 25 April 1942. Ceased training on 3 June 1942 and posted to Trenton; to No.3 Manning Depot, 17 July 1942; to No.2 AOS, 1 August 1942; graduated and commissioned 20 November 1942. To "Y" Depot, 4 December 1942. To RAF overseas, 29 December 1942. Promoted Flying Officer, 20 May 1943. Promoted Flight Lieutenant, 20 November 1944. Navigator in crew of F/L J.M. Hollingworth; posted from No.426 Squadron to No.82 OTU, 12 July 1944 on completion of tour. Repatriated 31 January 1945. Posted to Britain again, 18 March 1945. Repatriated 8 August 1945. Released 28 September 1945. Medal presented 5 March 1949 in British Columbia.

Flying Officer Moore has completed a tour of operational duty as navigator during which he has attacked many of the major targets in enemy territory. On two occasions, while over the target, his aircraft has been badly damaged by anti-aircraft fire, and on another, attacked by a Messerschmitt 109. His

navigation has always been extremely accurate.

DHH file 181.009 D.4431 (Library and Archives Canada) has recommendation drafted in July 1944 when he had flown 25 sorties (127 hours 35 minutes). Sortie list and submission as follows:

3 September 1943 - northern France (4.25, with No.22 OTU)
27 January 1944 - Berlin (7.35)
15 February 1944 - Berlin (8.10)
19 February 1944 - Leipzig (7.40)
24 February 1944 - Schweinfurt (7.45)
7 March 1944 - Le Mans (6.05)
24 March 1944 - Berlin (7.20)
26 March 1944 - Essen (5.05)
30 March 1944 - Nuremberg (7.40)
10 April 1944 - Laon (5.05)
20 April 1944 - Cologne (4.15)
8 May 1944 - Haine St. Pierre (4.20)
9 May 1944 - Calais (3.05)
12 May 1944 - Louvain (3.50)
18 May 1944 - Noisy-le-Sec (4.55)
19 May 1944 - Franceville (4.40)
24 May 1944 - Trouville (3.40)
27 May 1944 - Bourg Leopold (4.05)
31 May 1944 - Au Fevre (4.30)
5 June 1944 - Houlgate (4.25)
6 June 1944 - Coutances (4.20)
17 June 1944 - Neuville (4.10)
23 June 1944 - Bientques (3.40)
24 June 1944 - Bamieres (3.40)

Flying Officer Moore, navigator, has completed a tour of operations which included sorties on Germany's most heavily defended targets, such as Berlin, Hanover, Nuremberg, Frankfurt, Dusseldorf, Ludwigshaven, and Kassel. On two occasions over the target his aircraft was damaged by flak and on another occasion attacked by an Me.109. His navigation has always been of the highest order, notwithstanding the fact that he is violently airsick every time he becomes airborne. It is a tribute to his fine offensive spirit that he has continued to operate without any word of complaint under this serious disadvantage. He has, in addition, been of considerable help in his service in training new crews

and preparing the squadron for operations. His splendid record and dogged determination have set a splendid example. He is therefore highly recommended for the award of the Non-Immediate DFC.

Another memo (S/L N. Orchard, Senior Navigation Officer, Linton-on-Ouse to Commanding Officer, No.426 Squadron, 7 July 1944) from DHH file 181.009 D.4431 (Library and Archives Canada RG.24 Vol. 20649) reads in part as follows:

This officer has recently been screened, at the completion of 25 trips. His navigation has been of the highest order, notwithstanding the fact that he is airsick practically every time he becomes airborne. It is a tribute to his offensive spirit that he has continued to operate without any word of complaint under this serious disadvantage. He has, in addition, been of considerable help to his Navigation Officer in the efficient running of the Navigation Section, in training new crews and in the running of the section when F/L [David Clifford] Evans was absent.

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MOORE, F/O Gordon William (J25942) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 22 December 1919 in Toronto; home in Bridgewater, Nova Scotia (miner); enlisted in Toronto, 8 June 1940 for General Duties. Remustered to Service Police and promoted Corporal, 9 September 1940. Reclassified as Security Guard, 1 August 1941. Promoted Sergeant, 19 January 1942. Remustered to aircrew and posted to No.3 ITS, 31 July 1942. Course may have ended about 25 September 1942 but not posted to No.11 EFTS until 24 October 1942. To No.16 SFTS, 9 January 1943. Graduated and commissioned 30 April 1943. To "Y" Depot, 14 May 1943. To RAF overseas, 22 June 1943. Promoted Flying Officer, 10 October 1943. Promoted Flight Lieutenant, 10 April 1945. Repatriated 2 August 1945. To No.1 Air Command, 13 August 1945. To Mountain View, 13 September 1945. Released 12 October 1945. Re-engaged as pilot, 11 April 1951 (service number 39905) and remained until at least 1956. Medal presented 27 July 1951 while serving at Trenton. RCAF photo PL-31956 (ex UK-14210 dated 24 August 1944) shows FS M.N. Maximick of Winnipeg (Moore's rear gunner) checking map with F/O G.W. Moore (Toronto) on return from raid on Kiel. 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 25 October 1944 when he had flown 32 sorties (148 hours 25 minutes), 24 June to 28 September 1944. Incident at Brunswick would have been 12 August 1944.

Flying Officer Moore has completed a tour of operations of which seven sorties

were attacks against heavily defended major German targets. On one occasion during an attack on Brunswick the trip to the target was made with the majority of navigational aids in the aircraft unserviceable. On reaching the target area his aircraft was coned by many searchlights. Despite the harassing circumstances, Flying Officer Moore showed great tenacity, a fine fighting spirit and grim determination by pressing home the attack when under serious hardships. He has at all times displayed keenness, skill and determination throughout his tour of operations.

The sortie list was as follows:

24 June 1944 - Oisemont-Neuville (4.15, second pilot)
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 Condon (3.45)
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 - Stuttgartt (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 (4.05)
7 August 1944 - La Hogue (4.25)
9 August 1944 - Coullonvilliers (4.05)
10 August 1944 - La Pallice (6.40)
12 August 1944 - Brunswick (6.00)
14 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 (5.20)
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 (5.05)
28 September 1944 - Cap Griz Nez (4.10)

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MOORE, F/L Guy Everett (J3733) - **Air Force Cross** - No.3 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Marshall, Saskatchewan, 7 May 1915. Educated in Vegreville, Alberta and University of Alberta (medicine). Trail blazer with a band of volunteers through Monkman Pass (Peace River district to the coast). Signaller in First Alberta Mounted Rifles, Vegreville, 1934-1936 when it amalgamated with 19th Alberta Dragoons (member, 16 February 1936 to 22 May 1937); also COTC Contingent, University of Alberta 25 September 1936 to 1 October 1938. Enlisted in Edmonton, 21 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 1 September 1940. To Edmonton Aero Club, 14 September 1940; graduated 7 November 1940 when posted to No.5 SFTS; graduated and commissioned 29 January 1941. Promoted Flying Officer, 29 January 1942. Promoted Flight Lieutenant, 1 February 1943. Spent most of the war at No.3 SFTS. Promoted Squadron Leader, 1 December 1944. To No.6 OTU, 28 March 1945. To No.3 Repair Depot, 8 August 1945. Retired 16 October 1945. Postwar with Ontario government (travel, publicity, Deputy Minister of Tourism and Information, 1957-1964). Pushed development of Ste. Marie Among the Hurons, Penetanguishene Military and Naval Museum, Upper Canada Village and Fort Medal Henry. Also Ontario historic plaque program. To Manitoba in 1966 as Deputy Minister of new Department of Tourism and Recreation (developed Birds Hill Park), then to Department of Consumer, Corporate and Internal Services. Spearheaded development of Manitoba Archives and Legislative Library. Oversaw Manitoba centennial projects, Chairman of the Clean Environment Commission, 1972-1980. Medal presented 22 November 1945. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 7) has citation. When recommended he had flown 1,679 hours, 1,187 as instructor, 50 in previous six months. Died in Winnipeg, 12 October 1994. See Hugh A. Halliday, **Not in the Face of the Enemy: Canadians Awarded the Air Force Cross and Air Force Medal, 1918-1966** (Robin Brass Studio, Toronto, 2000).

This officer has been employed in flying instructional training since April 1941 and has done excellent work. When standard beam approach training was begun, he was placed in charge of organization of the flight and did an outstanding job. With the organization of a specialist squadron, he was placed in charge. Throughout, he has shown a keen interest in station activities and in [the] training programme generally and has never permitted personal disappointment to interfere with the quality of his work. He has been an excellent example to junior officers on the station.

Recommended 14 December 1944 by W/C M.C. McDiarmid, giving hours flown as 1,678.45 total (92.20 in previous six months) of which 1,187.10 were instructional (50.15 in previous six months).

This officer has been employed in flying instructional training since April 1941 and has done excellent work. When standard beam approach training was begun, he was placed in charge of organization of the flight and did an outstanding job. With the organization of a Specialist Squadron, he was again placed in charge and held this position until replaced by an RAF Squadron Leader. Throughout, he has shown a keen interest in station activities and in [the] training programme generally and has never permitted personal disappointment to interfere with the quality of his work. He has been an excellent example to junior officers on the station.

Training: Interviewed in Edmonton, 10 April 1940. "A first class type. Very good material for commission. Good background of militia training. Well educated type, good appearance. Recommended for selection."

Attended No.2 ITS, 1-27 July 1940. Courses in Mathematics (99/100), Armament, practical and oral (72/100), Drill (86/100), Law and Discipline (94/100). Placed eleventh in a class of 216. "Good appearance, keen, serious."

Attended Edmonton Flying Club, 16 September to 11 November 1940. Flew 27.35 dual, 25.00 solo. Ground courses in Airmanship (158/200), Airframes (161/200), Engines (160/200), Signals, practical (50/50), Theory of Flight (91/100) and Air Navigation (160/200). Placed fifth in a class of five. "Conduct good - serious,"

Attended No.5 SFTS, 11 November 1940 to 28 January 1941. Anson aircraft - 35.55 day dual, 30.55 day solo, 2.35 night dual, 3.25 night solo. Logged one hour in Link. "Good student pilot. No outstanding faults." (S/L R.H. Waterhouse). Courses in Airmanship (165/200), Armament, written (83/100), Armament, practical (76/100), Air Navigation (175/200) and Signals (50/50). Placed eighth in a class of 38. "Good officer material. Good attitude and discipline."

Attended Central Flying School, 31 January to 11 April 1941. Flew single engine aircraft (32.30 dual, 17.30 solo) and twin-engine types (9.40 dual, no solo). "This student was an Anson pilot but had to take advanced flying on a Harvard due to lack of aircraft. Will make a good twin instructor with more practice and is not considered as a single instructor. Knowledge of pattern fair, voice good. (F/O J. Lougheed). Ground courses in Airframes (91/100), Engines (96/100), Airmanship (72/100) and Air Navigation (86/100). Examined on 11 April 1941 by F/L C.W. Burgess in a Harvard. Assessed as follows: Sequence (poor), Voice (fair), Manner (uncertain),

Ability to Impart Knowledge (below average), Ability as a pilot (below average). "No detail to sequence - Demonstrations obscure. Instrument flying suitable for an instructor. Retested after further time by F/L Lipton in Lockheed 12 and awarded 'C' category."

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MOORE, P/O James (J86164) - **Distinguished Flying Cross** - No.114 Squadron - Award effective 6 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 1/45 dated 5 January 1945. Born in Burnley, Lancashire, England, 13 December 1915; emigrated to Canada in June 1921; home in Windsor, Ontario; enlisted there 22 April 1941 and posted to No.1 Manning Depot. To No.3 ITS, 15 May 1941; graduated and promoted LAC, 3 July 1941 when posted to No.11 EFTS; graduated 30 August 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 21 November 1941. To "Y" Depot, 22 November 1941. To RAF overseas, 12 December 1941. Promoted Flight Sergeant, 21 May 1942. Promoted WO2, 21 November 1942. Promoted WO1, 21 May 1943. Commissioned 25 February 1944. Promoted Flying Officer, 25 August 1944. Repatriated 9 March 1945. To No.1 Air Command, 20 March 1945. To Mountain View, 21 April 1945. To Central Flying School, 19 June 1945. To No.6 OTU, 5 July 1945. Released 31 October 1945 when he retired to Windsor. Died in Sarnia, Ontario, 24 January 2007. Medal sent by registered mail 10 March 1949.

This officer has completed a large number of operational sorties, the majority of which have been night reconnaissances of the enemy's mechanized transport and shipping. He has always pressed home his attacks with courage and determination. This was particularly evident on one occasion in March 1944. Pilot Officer Moore was engaged on an anti-shipping patrol off the Italian east coast. Sighting two enemy vessels, he made two bombing runs over them and despite intense opposition made repeated attacks until his ammunition was exhausted. Throughout his operational career this officer has consistently maintained a high standard of keenness, enthusiasm and ability.

An RCAF Press Release, drafted in the late spring or early summer of 1944, read as follows:

An Allied Air Base in Italy - "Harassing the Hun by night" is the service phrase used to describe the work done by Boston squadrons here, which include a smattering of RCAF aircrew.

As the Allied forces advance in Italy, the light bombers operate constantly through the hours of darkness, bombing and strafing German road transport, striking at coastal shipping and flying on selected targets given to them as a result of their close cooperation with the ground forces.

One night shortly after the drive on Rome started, the Bostons came upon concentrations of enemy trucks on several sections of highway. It was estimated that in the area they attacked there were 500 of them carrying supplies, headlights on, often travelling bumper to bumper. The Bostons struck with their bombs and then came back to strafe. Many trucks were seen to burst aflame. The Hun was successfully harassed that night.

In the course of one operation an aircraft piloted by Warrant Officer James Moore, of 1525 Bernard Road, Windsor, Ontario, destroyed an enemy night fighter by sheer accident. The Nazii aircraft, believed to be an Me.110, collided in flight with the Boston, burst aflame and crashed. The Boston was only slightly damaged.

“He just popped out of the night and bashed into us,” said Warrant Officer Moore. “Then he went down in flames and we wiggled home.”

A Canadian in the RAF is S/L L.J. Anderson, pilot and commander of a flight in one of the squadrons. His home is Pointe Claire, Quebec. Among the RCAF aircrew are: F/L Reginal B. Fraser, pilot, Pictou, Nova Scotia; P/O C.C. Ferguson, navigator, Weyburn, Saskatchewan; Warrant Officer Steven G. Underwood, air gunner, of Grand Falls, New Brunswick. Three RCAF members of one crew have just completed their tour. They are F/O R.R. (Bud) Lipsit, pilot, Grimsby, Ontario; Warrant Officer E.C.J. Roney, navigator, whose father operates a motor car agency in Toronto, and Warrant Officer Harry J. Wood, wireless air-gunner, Thunder Creek, Saskatchewan.

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MOORE, FS James Ross (R90260) - **British Empire Medal** - Radar and Communications School - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 6 March 1921. Home in London, Ontario (clerk); enlisted there 18 February 1941. As Clerk (General) and posted to No.1 Manning Depot. To Trenton, 19 April 1941. Promoted AC1, 31 May 1941. To “K”, 3 June 1941. Promoted LAC, 1 October 1941. Promoted Corporal, 1 January 1942. Promoted Sergeant, 1 August 1942. Promoted Flight Sergeant, 1 May 1943. To No.4 AOS, 15 August 1944. To No.16 SFTS, 1 March 1945. To Radar and Communications School, 2 December 1945. Released 19 March 1946. Re-engaged with RCAF Auxiliary at London, Ontario, 4 July 1947 to 20 April 1950 (Corporal and Clerk). Medal presented 29 May 1947.

Flight Sergeant Moore has at all times during his service as non-commissioned

officer in charge of Orderly Room, displayed exceptional reliability and initiative. His outstanding leadership has been a definite contribution to the attitude and spirit of all personnel under him. Because of his proficiency and organizing ability it has been possible for him to carry out his responsibilities under adverse conditions with no loss of efficiency.

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MOORE, F/O Kenneth Owen (J22754) - **Distinguished Service Order** - No.224 Squadron - Award effective 22 August 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born at Rockhaven, Saskatchewan, 11 August 1922. Trained at No.7 ITS, Edmonton, dates uncertain, No.6 EFTS, Prince Albert (17 March to 21 May 1942) and No.4 SFTS. Attended No.1 General Reconnaissance School, Summerside (9 October to 22 November 1942). To No.31 Personnel Depot, Moncton, dates uncertain. Attended No.111 OTU, Nassau, Bahamas, 1 January to 4 April 1943 (flying Mitchells to 8 March 1943 and Liberators thereafter). With Overseas Ferry Unit, Dorval, 29 May to 1 June 1943. Flying with No.1 (Coastal) OTU, Hampshire, 24 June to 24 July 1943. To No.224 Squadron, St. Eval. Moved with that squadron to RAF Milltown, Morayshire, 9 September 1944, serving with that unit to 29 November 1944. Attended Bombing Advanced Basics School, RAF Squiresgate, 13-22 December 1944 when he ceased flying with the RAF. Repatriated date uncertain. Flying Instructor at No.5 OTU, Abbotsford, 10 March to 26 August 1945. Release date uncertain; flying instructor in Winnipeg, 1947. To No.112 (Transport) Flight, 9 September 1947. To TTS (Air), Canadian Joint Air Training Centre, Rivers, 29 July 1949. To summer camp, Gimli, 7 July 1950 and again 1 November 1952. To RCAF Staff College, 9 September 1958. To No.111 Communications and Rescue Flight, 14 September 1958. To No.2 (Maritime) OTU, Summerside, 26 June 1962. With No.407 Squadron, Comox, 6 November 1962 to 30 August 1965. Cited with WO William P. Foster (RCAF, DFC), WO J. McDowall (RAF, DFC) and Sergeant J. Hamer (RAF, DFM). Postwar he received King's Commendation for Valuable Services in the Air (1948) for work in conjunction with Operation CANON. Died in Victoria, 17 January 2008. RCAF photo PL-28003 (ex UK-7379 dated 19 January 1944) shows F/O K.O Moore and P/O A.P. Gibb, DFM. RCAF photo PL-32004 (ex UK-14130 dated 24 August 1944) shows Warrant Officer T.J. McDowall (Liberator navigator) and F/O K.O. Moore, DSO of Vancouver. PL-32005 (ex UK-14131 dated 24 August 1944) shows F/O K.O. Moore at controls of his Liberator. Photo PL-39580 is a portrait taken about 1949. Photo PL-40035 (ex UK-15874 dated 14 October 1944) taken in castle that served as squadron headquarters; on left is F/O A.P. Gibb, DFM; on right is F/O K.O. Moore, with ancient battle axes.

Flying Officer Moore, Warrant Officers Foster and McDowall, and Sergeant Hamer were pilot, wireless operator (air), navigator and flight engineer respectively of an aircraft in which they attacked and destroyed two U-Boats

during a recent sortie. In both actions which occurred within the space of twenty-two minutes, Flying Officer Moore pressed home his attack with great skill and gallantry in the face of heavy opposing fire. He was brilliantly supported by his crew whose efficiency and co-operation throughout were of inestimable value. On this notable sortie Flying Officer Moore and his comrades set an example of the highest order and their feat was worthy of the highest praise.

Public Record Office Air 2/9157 has recommendation drafted by the Commanding Officer, No.224 Squadron, on 8 June 1944. The aircraft was identified as G/224, serial BZ792. He had flown 35 sorties (412 operational hours).

Flying Officer Moore on the night of 7/8 June whilst on anti-U-boat patrol in G/224 attacked and sunk two enemy U-Boats.

This remarkable achievement was the result of two attacks within a space of 20 minutes. In each case Flying Officer Moore attacked in the face of heavy flak from the enemy and by a combination of first class flying and perfect crew drill succeeded in sinking the two U-boats.

Flying Officer Moore has been on operations since July 1943 and in addition to the attacks cited above, attacked a U-Boat escorted by two destroyers very close to the French coast on the 31st March (S/224). In spite of the imminent danger of enemy aircraft, Flying Officer Moore continued to shadow the Force for almost three hours.

That any crew in such a short space of time could succeed in carrying out two such accurate attacks on most difficult targets at night is a wonderful tribute to the keenness and efficiency of its Captain. At all times this officer has shown an extraordinary keenness to engage the enemy and his efforts are a superb example to the squadron and in fact to the Command as a whole.

He is accordingly very strongly recommended for the immediate award of the Distinguished Service Order.

The Officer Commanding, Station St. Eval, wrote that same day:

This officer is strongly recommended for the immediate award of the Distinguished Service Order.

He has always shown an outstanding determination to engage the enemy and his

attacks on the night of the 7th/8th June, when it was vital that the enemy should be prevented from entering the Channel, were carried out with unusual dash and success.

The visual evidence of members of the crew points to the complete destruction of both U-Boats and photographs taken at the time confirm the accurate placing of the depth charges.

This was supported by the Air Officer Commanding, No.19 Group (9 June 1944) and approved by the Air Officer Commanding-in-Chief, Coastal Command, on 11 June 1944.

MOORE, F/L Kenneth Owen, DSO (J22754) - **Silver Star (United States)** - No.224 Squadron - Award effective 15 May 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Trained at No.7 ITS, No.6 EFTS and No.4 SFTS. DHist file 181.009 D.3053 (RG.24 Vol.20634) has text of citation taken from USAF General Order 92 dated 14 November 1944.

For gallantry in action against the enemy while participating in anti-U-boat patrol, 7 June 1944. On this night, despite intense anti-aircraft fire from the enemy, he attacked and sank two U-Boats within twenty minutes. The courage and skill displayed by Flying Officer Moore on this occasion reflect highest credit upon himself and the Armed Forces of his country.

RCAF Press Release No.3846 dated 18 August 1944 by F/L Len Tilley (transcribed by Huguette Oates) reads:

WITH THE RCAF IN BRITAIN: -- In a 22-minute battle soon after D-Day, a coastal command Liberator captained by a Canadian sank two U-Boats which had slipped into the English Channel to intercept reinforcements and supplies rushing toward the Normandy beaches.

Seven of the ten-man crew were RCAF airmen. This exploit, which permitted a safe Channel crossing for thousands of Allied troops now fighting for the liberation of Europe, was revealed today in an immediate award of the D.S.O. to F/O K.O. Moore of 2645 Fifth Avenue West, Vancouver, captain of the aircraft whose mother lives at 33A West Hastings, Vancouver.

Other decorations to crew members for exceptional courage and outstanding devotion to duty were awarded to Warrant Officer W.P. Foster, wireless air-gunner, R.R.6, Guelph, and to Warrant Officer T.J. McDowell, R.A.F. navigator, of Kilmarnock, Scotland. Each received an immediate D.F.C. An immediate D.F.M.

was awarded to Sergeant J. Hamer, R.A.F. wireless air-gunner, of Colchester, Essex.

Immediately after the attacks, submarine wreckage of every description, large oil patches, bodies of dead Nazis, and twelve German survivors clinging to three life rafts were all that could be seen in the Channel, testifying to the accuracy with which the Liberator released its depth charges.

Made up of seven Canadians, an Englishman, a Scotsman and Welshman, Moore's crew becomes one of the most decorated coastal-command crews overseas. Immediate D.F.M.'s had previously been awarded to two other crewmembers, F/O A.P. Gibb, navigator of 2054 West-41st Avenue, Vancouver, and W.O. M.N. Werbiski, wireless air-gunner of Rorketon, Manitoba. Others who shared in the victorious action were F/O J.M. Ketcheson, second pilot, of Trenton, Ontario; Warrant Officer D.H. Griese, and W/O E.E. Davidson, both wireless air-gunners, who went to same school and grew up together, Beachburg, Ontario, and F/S I.C. Webb, wireless air-gunner of Pontypridd, South Wales. Griese and Davidson will receive Mention-in-Despatches.

This action was not the crew's first encounter with the enemy. The same airmen, a few weeks prior to D-Day, outwitted two Nazi destroyers trying to shoot them down and five minutes later attacked a fully-surfaced U-boat in the Bay of Biscay. Previously, when the crew was flying under an RAF skipper, they saved an Allied convoy in the North Atlantic, driving off single-handedly six Heinkel 177s fitted with glider-bombs.

When the first Allied invasion troops were ready to start for Normandy, Moore and his crew were ordered to prevent enemy submarines entering the Channel, while invasion convoys were steaming towards France. Soon after the invasion started, Moore's crew boarded "G for George" and took off on their first Channel patrol. It was to last all night and to ensure that not a single U-boat got past them. "Everything was quiet when we approached France at the outset of our patrol," Moore reported upon returning to base. "The only things we saw were a few fishing vessels lying off the enemy-held coast. Things began to happen when we turned around and flew back near those fishing vessels for the second time."

Clearly visible ahead -- fully surfaced and under way -- was a U-boat. Moore spotted it first. Seven of the Nazi crew were soon distinguishable in the conning tower, manning guns and waiting for the Liberator to come close. Gibb, in the

Liberator's front turret, opened fire as soon as the bomber was within range, scoring repeated hits on the conning tower and deck and shooting two Nazi gunners into the sea. Intense flak came up but the skipper's evasive action resulted in the Liberator flying through the hail of cannon fire unscathed. As the Liberator roared over the U-boat, depth charges were dropped, Griese, in the top turret, and Webb, in the rear turret, reported a perfect "straddle". Almost immediately the U-boat was lifted almost out of the water. Force of the explosions was so great against the submarine's bottom that the U-boat then disintegrated into a thousand pieces, littering the sea with wreckage, oil, and bodies.

Positive proof of the sinking was obtained from photographs taken by Ketcheson and Hamer. These clearly showed the charges falling on either side of the submarine and the resultant wreckage. Five minutes later, Moore's bomber again had taken up its patrol.

As we resumed patrol over the Channel, I remember that Mike Werbiski was busy at the wireless set, flashing back to base our report advising Coastal that we'd just completed an attack. Don Griese came up and said "Come on, let's get two subs". "I also remember telling him to be patient," related Moore." A few minutes later, McDowell shouted that he could see another U-boat crossing the Channel ahead of the Liberator. It was fully surfaced.

Again Gibb opened fire from his nose turret as 'G for George' closed for the attack. This time, however, the bomber crew were up against much heavier enemy "ack-ack". The submarine threw up flak in the shape of a fan and Moore had to fly right through it to release his depth charges which again scored a perfect "straddle". The stricken submarine remained surfaced immediately after the attack, but listing heavily to starboard. A few seconds later, the U-boat's nose rose at an angle of 75 degrees and the craft slid backwards beneath the water. Twelve survivors clinging to three rafts were counted before the Liberator resumed its patrol.

The seven Canadians in "G for George" came overseas early in 1943 and have been flying together ever since. Members of an RAF squadron based in southern England, they've one superstition which all share. They won't start an operational flight without "Dinty", a stuffed panda mascot brought from Montreal. "Dinty" always rides in the Liberator whenever it's sub-hunting or escorting convoys. "Dinty" was there when the crew fought off the previously-mentioned Heinkels in the North Atlantic, was in the nose turret during the Bay

of Biscay action, was present during the crew's first submarine attack and, of course, when the two U-boats were sunk.

"Dinty" wears RCAF battledress and a warrant officer's insignia on the sleeve. He also wears an observer's wing, Canada badges, and size five patent-leather boots. He recently put up his 1939-43 star. Each crew member, to show that "Dinty" is something more than an ordinary mascot, wears, under his battledress lapel, a black and white cloth reproduction of "Dinty's head.

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MOORE, F/L Leslie Albert (J17857) - **Distinguished Flying Cross** - No.441 Squadron - Award effective 8 August 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born in Hamilton, Ontario, 5 February 1921 but was educated in the United States and was an American citizen (home in Philadelphia) when he enlisted (Hamilton, 26 August 1941); would have preferred USAAC but lacked the schooling then required. Home state given variously as New Jersey and Pennsylvania. To No.5A Manning Depot, 26 August 1941. To No.31 OTU (guard, 11 October 1941. To No.3 ITS, 22 November 1941; graduated and promoted LAC, 7 February 1942 but not posted to No.11 EFTS until 14 February 1942; graduated 11 April 1942 when posted to No.13 SFTS; graduated and promoted Sergeant, 31 July 1942; to "Y" Depot, 14 August 1942. Embarked 20 August 1942. Arrived in UK, 1 September 1942. Further trained at No.5 (P) AFU (11 September 1942) and No.57 OTU (13 October 1942). Commissioned 16 April 1943; Flying Officer, 16 October 1943; Flight Lieutenant, 11 March 1944. Served with Nos 402 Squadron (26 January 1943 to 2 March 1944), No.441 Squadron (11 March to 22 July 1944), No.53 OTU (4 August 1944 to 5 February 1945) and No.402 Squadron (22 February to 25 March 1945). Killed in action 25 March 1945 while strafing a train in Germany. Aerial victories as follows: **13 June 1943**, one FW.190 probably destroyed, North Sea; **5 September 1943**, one FW.190 destroyed, Le Touquet and one FW.190 damaged; **27 September 1943**, one Bf.109 destroyed (shared with another pilot); **8 October 1943**, one Do.24 destroyed (shared with three others); **28 March 1944**, one He.111 damaged, Dreux and one Me.410 probably destroyed (latter shared with two others); **28 April 1944**, one Caudron destroyed, Dreux (shared with one other pilot); **2 July 1944**, three Bf.109s destroyed, Lisieux (one shared with another pilot). Medals presented to his mother, 29 April 1949. Photo PMR 84-0264 shows him.

This officer has participated in a large number of sorties involving attacks on a wide range of targets. In July 1944 he took part in an engagement against eight enemy aircraft, five of which were shot down, two of them by Flight Lieutenant Moore. In the fight, this officer led his small formation of aircraft with great skill, setting an inspiring example. He has destroyed six hostile aircraft.

MOORE, F/L Leslie Albert, DFC (J17857) - **Air Force Cross** - No.402 Squadron (dead) - Award effective 3 April 1945 as per **London Gazette** of that date and AFRO 802/45 dated 11 May 1945. Public Records Office Air 2/9061 has citation, drafted when he had flown 795 non-operational hours, 183 instructional in previous six months.

This officer was posted to No.53 Operational Training Unit as a flying instructor and flight commander in August 1944. He has carried out his duties with the greatest keenness and enthusiasm. He has maintained the highest standards in his work which is of a most exacting nature. He is largely responsible for the excellent morale and spirit of the Advanced Training Squadron.

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MOORE, F/L Stuart Andrew (C13575) - **Mention in Despatches** - Middleton St.George - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 29 September 1908. Home in Toronto; enlisted Niagara Falls, 16 September 1940 in Armament Branch. To Trenton, 20 September 1940. Promoted AC1, 17 March 1941. Posted to No.4 BGS, 18 March 1941; to Mountain View, 18 June 1941; to No.1 BGS, 8 September 1941; to No.1 AOS, 14 October 1941; promoted LAC and Acting Corporal, 6 September 1941; promoted Sergeant, 1 January 1942; commissioned 4 September 1942; to Western Air Command, 18 September 1942; to No.3 Repair Depot, 25 September 1942; to Patricia Bay, 22 October 1942; promoted Flying Officer, 1 January 1943; to "Y" Depot, Halifax, 24 April 1943; to RAF overseas, 30 May 1943. Promoted Flight Lieutenant, 15 April 1944. Repatriated 27 September 1945. Released 24 November 1945. Medal presented 17 May 1948. RCAF photo PL-26963 (ex UK-8503 dated 3 March 1944) is captioned as follows: "Boss of the bomb dump is F/O S.A. Moore, 35-years old salesman from Stamford Centre, Niagara Falls, Ontario. With many four-engined bombers to be loaded on a large airfield on which aircraft are widely dispersed, he needs that motorcycle to get around and supervise and check the work of his hundred armourers. 'Stu' often has to keep his gangs working from early morning until late night, frequently without regular meals, taking only sufficient time for a snack or sandwiches and coffee on the job. Even when an operation is cancelled the armourers have to get busy immediately and de-bomb the aircraft for obvious safety reasons and also to make the bombers available again for other flying purposes such as training flights. Moore, who enlisted in the RCAF in September 1940, spent eight months as an armament officer at Alliford Bay on the Queen Charlotte Islands off British Columbia. He came overseas in June 1943." RCAF photo PL-27972 (ex UK-8512 dated 3 March 1944) is captioned as follows: "It requires a great deal of skill and training to place these various bomb loads of blockbusters and incendiaries of all sizes in their proper positions on the aircraft's carriers. All must be packed properly in correct stations so that the bomb aimer can tell at a glance on his bombing panel in the nose of the kite where

his load is distributed and how he can unload it normally or in an emergency. The load is raised from the ground to the aircraft's cavernous belly by means of a powerful portable winch operated inside the aircraft's fuselage by other armourers. Hard at work are, left to right, F/O S.A. 'Stu' Moore, armament officer, from Stamford Centre, Niagara Falls; LAC W.E.A, Fraser, Beaconia, Manitoba; LAC W.E. Galt of Galt, Ontario; LAC R.J. Leggat of Winnipeg; and LAC H.E. French of Toronto." RCAF photo PL-26975 (ex UK-8515 dated 3 March 1944) shows F/O S.A. Moore supervising the loading as a 4,000-pound "cookies" on a trolley is positioned below a bomb-bay, ready to be winched into aircraft; Sergeant R.A. Baker (Port Colbourne, Ontario) drives the tractor. RCAF photo PL-44333 (ex UK-21869 dated 31 May 1945) shows him supervising loading of a trolley of equipment for transport back to Canada in a Lancaster. Photo PL-44334 (ex UK-21870 shows him in background as equipment hoisted into Lancaster bomb-bay. No citation to MBE in biographical file. AFRO gives unit only as "Overseas". DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation dated 24 May 1945 which also identifies unit. AFRO identifies unit only as "No.64 Base"; precise unit inferred from No.6 Group Monthly Summary of Activities (September 1944), p.25 where he is described as inventor of modification allowing better inspection of cluster bombs. No citation in AFRO or biographical file. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation for MBE dated 31 August 1944 which evidently became the basis of this Mention in Despatches. However, it is notable that this recommendation is very similar to that submitted for the successful MBE bid - further proof that timing was important in awards. Document notes he had served nine months in Canada, 15 months overseas. See Press Release with entry for F/L A.F. Brooks for details of work after VE Day.

Flight Lieutenant Moore, before assuming his present duties, was Station Armament Officer on a Heavy Conversion Station. During this time he was called upon to prepare the Armament Section in the event of training units taking part in the invasion of France. This required a tremendous amount of re-organization of the section and the Bomb Dump, and training of personnel, most of whom had never been on operations. This officer's boundless enthusiasm, inexhaustible capacity for work, and exceptional organizing ability soon raised the section to a high standard of efficiency and the keenness and morale of the personnel was of the highest order.

He became Station Armament Officer at Middleton St.George just before D-Day and, in the hectic period that followed, his superlative qualities of leadership again keyed up his men to almost unbelievable performances. This officer on numerous occasions, haggard from lack of sleep and harassed by the many difficulties of his own duties, has jumped in to help his men bomb up the last few aircraft to ensure their taking off in time.

He has won the admiration and trust of all the Station and I recommend the award of the MBE, in recognition of his highly meritorious services.

MOORE, F/L Stuart Andrew (C13575) - **Member, Order of the British Empire** - Middleton St. George - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Medal presented 17 May 1948. No citation to MBE in biographical file. AFRO gives unit only as "Overseas". DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation dated 24 May 1945 which also identifies unit.

Flight Lieutenant Moore previous to joining this Unit was Station Armament Officer on a Heavy Conversion Unit where he was called upon to organize his section against the possibility of training units taking part in the invasion. This officer worked unflinchingly towards this and attaining a high standard of efficiency, despite the fact that most of the personnel had never been on operations, reflecting great credit on his ability. This officer since just before "D" Day has been Station Armament Officer at Middleton. By his superlative leadership, determination and fine example at all hours of the day and night when operations were at their height, Flight Lieutenant Moore inspired his subordinates to cope with monumental requirements. At times when his staff were near the breaking point, his personal aid in bombing up aircraft ensured a maximum effort. He has won the entire respect and admiration of all and highly warrants the award of the MBE for his meritorious services.

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MOORE, Corporal William Donald (R126222) - **Mention in Despatches** - No.63 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 29 October 1918. Home in Apohaqui, New Brunswick; enlisted in Moncton, 25 August 1941 as Armourer and posted to No.5A Manning Depot. Promoted AC1, 22 December 1941 when classified as Armourer (Bombs). To No.116 (BR) Squadron, 24 December 1941. Promoted LAC, 1 April 1942. To "BW", 18 August 1942. Promoted Corporal, 1 September 1942. To Shelburne, 3 November 1942. To "Y" Depot, 16 February 1943; to RAF overseas, 8 March 1943; repatriated 2 August 1945. Released 27 September 1945.

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MOOTE, F/L Frederick Gerald (J21629) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 19 June 1920 in Dunnville, Haldimand County, Ontario; home in Dunnville Ontario. Grew up working on the family farm and studying at a one-room school where he

discovered his life-long passion for education. At age 16 he graduated from high school with top academic honours, but could not afford a university education. Instead, he went to work as a clerk at the Royal Bank and saved enough money to help pay his sister Irene's way through university and help support his sister Muriel's young family. This was the pattern he followed for the rest of his life, living frugally and rarely spending money on himself, but generously supporting many others in their education, buying first homes, and wherever else he saw a need. Enlisted in Hamilton, 27 January 1942 and posted to No.1 Manning Depot. Posted to No.16 SFTS for non-flying duties, 7 May 1942. To No.6 ITS, 20 June 1942; graduated and promoted LAC, 14 August 1942; posted next day to No.9 AOS; graduated and commissioned 4 December 1942. Posted to No.1 Central Navigation School, 27 December 1942; to No. 1 AOS, 11 January 1943; promoted Flying Officer, 4 June 1943. To "Y" Depot, Halifax, 6 April 1944; to No.3 Personnel Reception Centre, Bournemouth, 24 April 1944. Promoted Flight Lieutenant, 2 October 1944. Repatriated 9 July 1945. To St.Hubert, 21 August 1945. To No.4 Release Centre, 4 September 1945. Retired 12 September 1945. According to his obituary, though proud of his service, he was devastated by the war's destruction of innocent lives. The bombing of Dresden made him a lifelong pacifist. After the war, he fulfilled his dream of studying at Queen's University in Kingston, Ontario. He graduated in 1949 with bachelor's degrees in both physics and economics. As a student he was active in World University Service and was a delegate to a summer seminar in postwar Germany. At Queen's Fred met one of his great heroes, University Principal Robert Wallace, who encouraged his interest in world affairs. He later named his first child for Principal Wallace and helped to establish two scholarship funds at Queen's in his name. As a young engineer he taught at a technical college in Ethiopia, did graduate work at the University of British Columbia, and worked at Atomic Energy of Canada's pioneering research facility in Deep River, Ontario, where the Candu nuclear reactor was developed. Later he and his family moved to the U.S. where he worked as a nuclear physicist with Rensselaer Polytechnic Institute and Combustion Engineering. Following the death of his wife, he spent his last years living at the Virginia Connolly Residence in Simsbury, Connecticut. Died there 9 December 2014. Medal sent by registered mail 4 January 1946. No citation other than "completed ...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9051 has recommendation dated 19 December 1944 when he had flown 31 sorties (107 hours 50 minutes), 1 September to 12 December 1944.

- 1 September 1944 - Lumbres (2.15)
- 3 September 1944 - Venlo (3.10)
- 6 September 1944 - Emden (4.00)
- 9 September 1944 - Le Havre (2.35)
- 10 September 1944 - Le Havre (2.35)
- 10 September 1944 - Le Havre (3.05)
- 11 September 1944 - Kamen (3.45)

12 September 1944 - Munster (3.35)
13 September 1944 - Nordstern (3.20)
24 September 1944 - Calais (1.25)
25 September 1944 - Calais (2.05)
26 September 1944 - Calais (2.45)
27 September 1944 - Calais (2.20)
28 September 1944 - Calais (2.20)
29 September 1944 - Cap Gris Nez (2.10)
30 September 1944 - Bottrop (3.30)
5 October 1944 - Saarbrucken (5.10)
6 October 1944 - Schilven (3.20)
7 October 1944 - Emmerich (3.40)
14 October 1944 - Duisberg (3.30)
14 October 1944 - Duisberg (4.10)
15 October 1944 - Wilhelmshaven (4.10)
19 October 1944 - Stuttgart (5.20)
23 October 1944 - Essen (4.30)
25 October 1944 - Essen (4.00)
29 October 1944 - Walchern (2.10)
18 November 1944 - Munster (4.35)
21 November 1944 - Sterkrade (4.35)
29 November 1944 - Dortmund (4.00)
5 December 1944 - Soest (5.05)
12 December 1944 - Essen (4.40)

This officer has completed 31 operational sorties, all in the Pathfinder Force in this squadron, all being as the navigator of a Marker Crew.

Flight Lieutenant Moote has at all times displayed a sense of sincerity in the execution of his duty that cannot be too highly commended.

He is an outstanding navigator who is contributing very greatly to the success of the crew of which he is a member.

Of a quiet and unassuming manner, he is nevertheless shows determination in all he does. His cheerful disregard of danger, high courage when difficulties present have inspired the confidence of all with whom he has operated.

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MOOTE, Sergeant (now FS) Percy W. (R89934) - **British Empire Medal** - No.1 Instrument Flying School - Award effective 8 June 1944 as per **Canada Gazette** of that date and RCAF Routine Order 1380/44 dated 30 June 1944. Born 23 October 1912 in St.Catharines, Ontario; educated there. Employed twelve years at English Electric, St. Catharines as a transformer winder. Prior to joining the RCAF he had taken private flying lessons, logging ten hours dual and 65 hours solo on Piper Cubs. Enlisted in Hamilton, April 1941 as Link Instructor, To No.2 ITS, 27 April 1941 for Link Instructor course (28 April to 24 May 1941). Posted to 9 EFTS, 26 May 1941. Promoted Sergeant and granted Leave Without Pay, both on 27 May 1941. Restored to RCAF status, 1 December 1942, still at No.9 EFTS. To No.1 Beam Approach School, 15 April 1943 (this became No.1 Instrument Flying School). Promoted Flight Sergeant, 1 April 1944. On 14 November 1944 he applied for discharge, citing "reduced requirements", and intending to return to English Electric, but this was not granted at the time. To No.1 Central Navigation School, Rivers, 3 August 1945. To No.2 Airmen Holding Unit, Brandon, 3 September 1945. To No.1 Instrument Flying School, Trenton, 11 September 1945. To No.4 Release Centre, 18 October 1945. Retired 24 October 1945. Medal presented 25 May 1945. Died in St. Catharines, Ontario, 20 October 1967.

This NCO has been employed as a Link Trainer Instructor for the past three years, and has completed over three and one half thousand instructional hours. By his untiring efforts and outstanding devotion to duty, he has made an invaluable contribution to the efficiency of this Link Trainer Instructors' School.

Recommendation raised by F/L B. Douglas, 12 January 1944 as follows:

Sergeant Moote has been employed as a Link Trainer Instructor since April 1941 and has completed over three thousand six hundred instructional hours. By his untiring efforts, and by the performance of duties over and above those normally expected has made an invaluable contribution to the efficiency of the Link Trainer Instructors School.

On 14 January 1944, W/C D.F. Macdonald added his remarks - "A very fine NCO who has done a consistently fine job at this station. Very loyal and conscientious."

Notes and Assessments: Interviewed in Hamilton, 10 April 1941 by F/O G.T. Sutherland - "Good type of Canadian. Lacks education for pilot and colour blindness prevents Pilot Instructor Service. Should do well as Link Trainer Instructor."

As of 26 October 1942 he had recorded 37 hours 15 minutes on Link Flying, 2,232 hours Link Instructing at desk, and nine hours Instrument Flying in the air. Described as having "a thorough knowledge", was "Confident and assured", voice was "Clear and decisive", and Ability

to impart knowledge as "Explanations clear and easily understood." Overall, "Very interested and quite keen about his work. Also has knowledge of Link maintenance.. A very good instructor." (F/L R. Bacfour).

Took an advanced Link Instructor course at Deseronto, 29 November to 11 December 1943. "A good student, permitted to take the accreted course, he succeeded in passing all examinations with marks slightly above average. Evidently keen and competent though not under observation for a sufficient period to warrant definite judgement," (F/O C.S. Burchill).

"Sergeant Moote has been filling an officer vacancy for the past eleven months. His work at all times has been most satisfactory." (F/L B. Douglas, Deseronto, 9 March 1944).

"A good NCO - reliable, conscientious. An excellent instructor who sets a good example to others. Has carried out the difficult and specialized duties of a staff instructor at this school with great satisfaction." (F/L R.F. Overbury, No.1 IFS, Mohawk, Deseronto, 15 September 1944)

"A very good NCO and an excellent instructor whose work at this school over a period of nearly two years has been entirely satisfactory. Strongly recommended for promotion to rank of WO2." (S/L R.F. Overbury, No.1 IFS, Mohawk, Deseronto, 17 May 1945).

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MORABITO, P/O Anthony Bruno (J17897) - **Distinguished Flying Cross** - No.283 Squadron - Award effective 23 November 1943 as per **London Gazette** dated 30 November 1943 and AFRO 166/44 dated 28 January 1944. Born in Cranbrook, British Columbia, 10 July 1915. Home in Creston, British Columbia; enlisted in Vancouver, 22 November 1940 and posted to No.2 Manning Depot. To No.3 SFTS (guard duty), 30 December 1940. To No.2 WS, 3 March 1941; promoted LAC, 3 April 1941; to No.5 BGS, 18 July 1941; graduated and promoted Sergeant, 18 August 1941 To Embarkation Depot, 19 August 1941; to RAF overseas, 17 September 1941. Commissioned 26 December 1942. Promoted Flying Officer, 26 April 1943. Promoted Flight Lieutenant, 26 October 1944/ Repatriated 12 August 1944. To No.122 Squadron, 17 September 1944; to No.3 (Composite) Flight, 15 September 1945; to Western Air Command Communication Flight, 9 December 1945. Confirmed as Flight Lieutenant in postwar RCAF, 1 October 1946 (19922). Postwar he received King's Commendation for Valuable Services in the Air (1948) for work in conjunction with Operation CANON. Two years after that operation he was himself rescued from ice floes where he had spent 36 hours. Promoted Squadron Leader, 1 January 1952. Retired as a Wing Commander, January 1962. Postings had included Canada, United States and NATO station in Europe. Upon retirement from the RCAF, he worked in aviation sales and marketing in Ottawa and Buenos Aires, Argentina, before returning to BC in 1972 to live in Penticton and Sidney, before finally settling in Ladner. Died in Delta, British

Columbia, 30 March 2006. Photo PL-25524 shows him soon after repatriation to Canada. Photo PL-39581 is a portrait taken about 1949; photo PL-128367 is a portrait taken at St. Hubert in 1960.

This wireless operator air gunner has actively assisted in air/sea rescues off Pantellaria, Italy and Sicily. He has flown with all the pilots of the squadron, and has been usefully employed flying with pilots new to air/sea rescue work, thus giving them the benefit of his wide experience. His courage under the most trying conditions has always been remarkable.

NOTE: Public Records Office Air 2/8993 has more detailed information in a recommendation dated 2 October 1943 when he had flown 55 operational sorties (169 operational hours); credited with 281 hours flying in all (150 in previous six months). He was then a Flight Sergeant and the recommendation was for a DFM:

This Wireless Operator Air Gunner of No.283 Air/Sea Rescue Squadron has actively assisted in twelve rescues off Pantellaria, Sicily, Sardinia and Italy between the 15th May and the 31st August 1943. He has flown with all the pilots of the squadron, and has been most usefully employed in flying with pilots who were new to Air/Sea Rescue work, giving them the benefit of his experience. On the 10th August he assisted in the rescue of a pilot within a few miles of enemy territory, and on the 19th August he participated in another successful rescue very close to the Italian coast.

Generally his work has been of a very high standard and he has been an inspiration to the other Wireless Operator Air Gunners of this squadron. His courage under the most trying conditions has been remarkable while his devotion to duty has at all times been outstanding.

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MORAN, S/L Charles Cecil (C1063) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 26 October 1943 as per **London Gazette** dated 9 November 1943 and AFRO 113/43 dated 21 January 1944. Born in Trenton, Ontario, 24 December 1914; educated in Brighton and Trenton, Toronto Teachers Training School (1933-34), Ontario Agricultural College, Guelph (summer of 1934) and Queen's University, 1935-36). Employed in teaching at West Huntingdon (1934-1938) and Blind River (1938-39). Enlisted Trenton, 9 September 1939. To No.112 Squadron, Winnipeg, 11 September 1939 and attached to Winnipeg Flying Club. To Station Trenton, 6 November 1939. To Camp Borden, 10 December 1939. Qualified for flying badge, graduated 28 February 1940. To No.112 (Army Cooperation) Squadron, Ottawa, 22 April

1940. To Station Ottawa, 2 June 1940. To Station Trenton, 10 August 1940. To No.5 SFTS, Brantford, to instruct, 19 January 1941. Promoted to Flight Lieutenant, 1 August 1941. To Station Trenton, 18 October 1941. To No.118 (Fighter) Squadron, Dartmouth, 16 February 1942. To No.128 (Fighter) Squadron, Sydney, 7 June 1942. To No.129 (Fighter) Squadron, Dartmouth, 26 August 1942. Promoted to Squadron Leader, 1 October 1942; to "Y" Depot, 4 November 1942; to RAF overseas, 22 November 1942. Disembarked in Britain, 30 November 1942. To No.5 (P) AFU, 22 December 1942. To No.51 OTU, 2 February 1943. Served with No.418 Squadron, 19 March 1943 to 29 September 1943; repatriated 19 October 1943; to No.12 Group, Halifax, 30 November 1943; to No.36 OTU, 2 June 1944. Promoted to Wing Commander, 16 June 1944. Unit became No.8 OTU, 30 June 1944. To Greenwood, 31 July 1945. Released 28 September 1945. Medal sent by registered mail 5 September 1945 when home given as St.John's Newfoundland. Died in Ottawa, 22 December 1984 as per **Airforce Magazine**, issue of July-August-September 1985. Victories as follows: **27 June 1943** with Sergeant G.V. Rogers as observer, joined enemy aircraft in circuit at Avord, destroyed one He.11 and one Ju.88 (also bombed radio masts and attacked a train); **8/9 July 1943**, with two other aircraft (Flight Sergeants Hay and Ball) bombed Florennes aerodrome and destroyed one enemy aircraft; **22/23 September 1943**, destroyed one enemy aircraft at Achmer; target blew up and Mosquito went out of control; Moran limped to within 24 miles of Manston when port engine and wing caught fire. He ordered FS Rogers to bale out, then followed; three hours in dinghy before being found by Albatrosses and rescued by ASR launch. RCAF photo PL-15966 (ex UK-3923 dated 19 May 1943) shows him playing checkers with F/O Oscar Martin of Ottawa.

This officer has undertaken very many sorties at night and has attacked enemy airfields with much success. During these operations he has also shot down two enemy aircraft. In the latter of these combats, which occurred recently, Squadron Leader Moran pressed home his attack from close range, delivering a burst of fire which caused the enemy aircraft to explode in the air. His own aircraft was damaged by the force of the explosion but he flew to within a few miles of the English coast before he was forced to abandon the aircraft when one of its engines caught fire. His efforts were typical of the tenacity and courage which has always been a feature of his work.

Notes:

Injured 21 September 1940 when he had to bale out of an aircraft near Brighton. This arose from the collision of aircraft 1018 and 4449 involving the death of AC2 Porter. The pilots were Moran and a F/O Hill, both of whom were deemed to have engaged in dangerous flying. Indeed, Moran was considered the more blameworthy. A memo dated 27 November 1940 (Air Commodore Robert Leckie to Air Officer Commanding, No.1 Training Command) was incredibly damning:

(a) He was not authorized to undertake any formation flight.

(b) When in the air he allowed two other aircraft, the pilots of which as far as he could tell were complete strangers and having done so not only did he carry out dangerous manoeuvres such as diving at the ground but was foolhardy enough to indulge in formation aerobatics, without ever considering if they were capable of doing so.

(c) He purposely dived the formation dangerously low over his own home in order to show off.

(d) He failed to make any provision for the proper equipment with which to communicate to his passenger with the result that the unfortunate AC2 Porter could not have been informed that the pilot was abandoning him and letting the aircraft crash to the ground.

(e) He enticed two other pilots to join him and then committed them to dangerous flying, and aerobatics under 3,000 feet and in formation

Application for Operational Wing submitted 31 January 1944 listing the following sorties, all with No.418 Squadron. Those flown 15 April to 18 May 1943 were on Boston III aircraft; those flown 11 June to 22 September 1943 were on Mosquito aircraft:

15 April 1943 - Fighter - 2.00 - Evreux-Dreux-Charters
19 April 1943 - Fighter - 2.10 - Beavais
20 April 1943 - Fighter - 3.50 - Charters
28 April 1943 - Fighter - 3.05 - Melun-Bretingy
9 May 1943 - Fighter - 2.55 - Melun-Bretingy
14 May 1943 - Fighter - 3.05 - Avord-Bourgeois-Orleans
18 May 1943 - Fighter - 3.50 - Avord-Bourgeois
11 June 1943 - Bombing - 35 minutes - Melun (scrubbed)
14 June 1943 - Bombing - 3.45 - St. Trond, Belgium
19 June 1943 - Bombing - 4.20 - Gilze, Holland
22 June 1943 - Bombing - 3.15 - Dijon, bombed train near Paris
23 June 1943 - Bombing - 3.25 - Melun-Bretingy, bombed Melun Criel
26 June 1943 - Fighter - 4.00 - Avord, destroyed one Heinkel and one Junkers 88.
27 June 1943 - Fighter-Bomber - 3.20 - Bombed Orleans
30 June 1943 - Fighter - 45 minutes - Bordeaux, scrubbed, elevator tore loose.
1 July 1943 - Fighter - 4.25 - Bordeaux-Cognac

4 July 1943 - Fighter - 1.45 - Amiens-Laon
5 July 1943 - Bomber - 3.40 - Colloummiers-Melum-Bretingy. Bombed railway northeast of Paris
8 July 1943 - Bomber - 3.20 - Florennes - one unidentified aircraft destroyed by bombs.
12 July 1943 - Fighter - 3.10 - Avord-Bourge.
13 July 1943 - Fighter - 2.55 - Melun-Bretingy
16 July 1943 - Bomber - 3.55 - St. Dizier
25 July 1943 - Fighter - 3.20 - Twente-Enschede
28 July 1943 - Fighter - 2.35 - Eureaux-St. Andre
2 August 1943 - Bomber - 4.05 - Castle Camps [?]
2 August 1943 - Fighter - 40 minutes - Castle Camps [?]
6 August 1943 - Fighter - ten minutes - Stuttgart - starboard engine failure on takeoff.
17 August 1943 - Fighter - 2.55 - Predanick, objective Bordeaux
17 August 1943 - Fighter - 3.10 - Soesterburg
18 August 1943 - Fighter - 4.30 - Stuttgart
22 August 1943 - Fighter - 4.20 - Frankfort
25 August 1943 - Fighter - 3.25 - Gilze-Rijon Beacon
30 August 1943 - Fighter - 2.20 - Bussels-Melsbrock
3 September 1943 - Fighter - 1.35 - Greisfald, early return, mechanical defect.
6 September 1943 - Fighter - 5.00 Munich-Lechfeld
11 September 1943 - Fighter - 4.00 - Kerlin Bastard
15 September 1943 - Bomber - 3.00 - Montdidier-Coullummier.
19 September 1943 - Fighter - 3.05 - Holland
22 September 1943 - Fighter - 4.30 - Hanover. One unidentified enemy aircraft destroyed. My own machine serious damaged by debris when enemy aircraft exploded. Forced to abandon aircraft when burst into flames just off coast of Holland. Later picked up by Air/Sea Rescue. After this last experience, and since a tour on Intruder Operations is 30 trips, I was taken off by AOC, 11 Group, England.

At the time of his release he summarized his flying as follows: Tiger Moth (40.00 as first pilot, 5.00 at night), Fleet (75.00 as first pilot, 5.30 on instruments at night), Harvard I and II (356.30 as first pilot, 35.00 on instruments 20.15 at night), Fairey Battle (65.10 as first pilot, 2.15 on instruments), Lysander (50.30 as first pilot, 3.10 on instruments), Tomtit (30 hours as first pilot), Grumman Amphibian (12.00 as first pilot, 3.50 as second pilot, 1.15 on instruments, Fairchild 71 (ten hours as first pilot), Yale (ten hours as first pilot, 2.05 on instruments), Lockheed 10 (19.20 as first pilot, 4.30 as second pilot, 3.15 on instruments at night), Lockheed 12 (18.30 as first pilot, 4.00 as second pilot, 3.00 on instruments, 5.30 at night), Northrop Dive Bomber (12.00 as first pilot, 2.30 on instruments), Lockheed Hudson (16.20 as first pilot, 3.30 as second pilot, 2.00 on instruments, 2.00 at night), Norseman (16.20 as first pilot, 1.15 on instruments), Anson (410.10 as first pilot, 8.30 as second pilot, 42.30 on instruments, 48.30 at night), Boeing (18.20

as first pilot), Cessna (125.20 as first pilot, 6.25 as second pilot, 28.10 on instruments, 15.30 at night), Hurricane I and II (50.10 as first pilot, 2.10 on instruments, 8.15 at night), Kittyhawk (48.00 as first pilot, 2.20 on instruments, 8.30 at night), Oxford (65.00 as first pilot, 5.30 as second pilot, 15.00 on instruments, 12.30 at night), Bolingbroke (2.40 as first pilot), Blenheim (3.30 as first pilot), Bisley (5.20 as first pilot), Boston II and III (40.20 as first pilot, 5.00 on instruments, 5.45 at night, which seems low), Canso A (6.00 as second pilot), Spitfire (5.00 hours), Magister (8.10 as first pilot), Mosquito (237.30 as first pilot, 10.20 on instruments, 100.50 at night), Beechcraft (38.20 as first pilot, 4.20 as second pilot, 20.00 on instruments, 6.00 at night). He gave his totals as 1,813 hours 40 minutes as first pilot, 46.35 as second pilot, 186.45 on instruments and 247.20 at night.

He reported on discharge that he had taken an executive position with a new American airline.

Selected Assessments:

“Was considered that he did not have the experience necessary to command a Flight at an SFTS. His main deficiency is that he has not developed the capacity to accurately judge a pupil’s progress. Work is quite satisfactory and he would be quite all right in charge of Flight other than an instructional one.” (G/C B.F. Johnstone, No.5 SFTS, Brantford, 22 July 1941).

“Is developing into a capable squadron commander. Resourceful with lots of initiative. Good organizing ability within and without his unit. Pleasing personality. Good character and deportment.” (Group Captain commanding Station Sydney, 14 August 1942).

“This officer has done a satisfactory job as an operational pilot. He has rather an unfortunate manner and usually tries to get things done in a way which does not get the best out of his men. I do not consider that he would make a satisfactory commanding officer for a first line operational squadron.” (W/C P.Y. Davoud, 6 September 1943; other remarks suggest he did not delegate enough to officers in his flight; on 23 September 1943 Davoud specifically suggested Moran be returned to Canada as a flying instructor and should not be reposted to Britain).

“This officer is a first class operational pilot. He must learn to be less headstrong and to make a more detailed study of his men in order to get the most out of them as a Flight Commander.” (W/C P.Y. Davoud, 9 October 1943).

“Strongly recommended for command of Mosquito Fighter Squadron.” (G/C G.T. Richardson, No.12 Group, Halifax, 10 March 1944).

“This officer’s work as a Chief Instructor has been generally satisfactory. He is a good pilot, conscientious in his work and has a good grasp of Intruder Operations. However, as second in

command of this Station he has not satisfied the undersigned. He lacks administrative knowledge and is weak in executive ability, requiring constant supervision. In view of the difficulty in employing this officer elsewhere, and because of his operational record his continued employment in his present capacity is recommended for a period of three months at which time a further report will be submitted." (G/C E.M. Reyno, Station Greenwood, 16 January 1945).

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MORASSE, F/O Joseph Aime Paul Emile (J46893) - **Mention in Despatches** - No.11 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 29 January 1920. Home in Moncton; enlisted in Windsor, Ontario, 4 July 1941 and posted to No.4A Manning Depot. To No.5 Equipment Depot, 15 July 1941. To No.4 WS, 23 October 1941; promoted LAC, 25 November 1941; to No.1 BGS, 9 May 1942; graduated and promoted Sergeant, 8 June 1942. To No.1 AOS, 29 June 1942. Promoted Flight Sergeant, 8 December 1942. To No.10 (BR) Squadron, 7 April 1943. To No.11 (BR) Squadron, 18 April 1943. Promoted WO2, 8 June 1943. Commissioned 28 March 1944. Promoted Flying Officer, 28 September 1944. To Release Centre, 7 July 1945; released 10 July 1945. Died 19 March 1994 in Lindsay, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of August 1994.

This officer has completed a tour of operations and has at all times performed his duties in a most capable and efficient manner. His constant application, perseverance and leadership have been a source of inspiration to members of the squadron.

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MOREAU, F/O Joseph Gerard Arthur (J90558) - **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 27 September 1921 in North Bay, Ontario; home there (acid operator); enlisted in Toronto, 25 August 1942. To No.1 Manning Depot, 18 September 1942. To No.14 SFTS (guard duty), 23 November 1942. To No.6 ITS, 6 March 1943; graduated and promoted LAC, 28 May 1943; to No.1 AOS, 12 June 1943; graduated and promoted Sergeant, 29 October 1943. To "Y" Depot, 12 November 1943; taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Commissioned 9 October 1944. Promoted Flying Officer, 9 April 1945. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To No.14 SFTS, 27 June 1945. To No.4 Release Centre, 27 July 1945. Released 3 August 1945. Medal presented in Vancouver, 22 October 1949 when living in Prince George. Died in Langley, British

Columbia, 28 May 2000. RCAF photo PL-40545 (ex UK-17250 dated 8 December 1944) taken during "tea time" in station barbershop - Corporal Harvey Vizeau (Bonnyville, Alberta), P/O J. Moreau (navigator, North Bay) and LAC Emile St.Aubin (Ottawa).

In September 1944, this officer was navigator of an aircraft detailed to attack a target in the Ruhr Valley. Before the target was reached one of the engines failed, causing the aircraft to lose height considerably. Despite this, Flying Officer Moreau, with great determination and skill, successfully navigated the aircraft to the target through heavy anti-aircraft fire. The mission was completed and the crew made a safe return to base. This officer, on all operations, has shown courage and outstanding devotion to duty.

DHH file 181.009 D.2618 (Library and Archives Canada RG.24 Volume 20627) has recommendation drafted 18 April 1945 by W/C Hugh Ledoux; he had then flown 40 sorties (225 hours 15 minutes). Submission as follows:

10 September 1944 - Le Havre (4.30)
11 September 1944 - Castrop Rauxel (5.25)
12 September 1944 - Wanne Eickel (5.00)
13 September 1944 - Osnabruck (4.25)
15 September 1944 - Kiel (4.40, duty not carried out)
17 September 1944 - Boulogne (4.00)
6 October 1944 - Dortmund (2.15, duty not carried out)
9 October 1944 - Bochum (6.40)
12 October 1944 - Wanne Eickel (5.25)
14 October 1944 - Duisburg (5.40)
15 October 1944 - Wilhelmshaven (5.00)
23 October 1944 - Essen (5.55)
25 October 1944 - Homburg (5.15)
28 October 1944 - Cologne (5.45)
30 October 1944 - Cologne (6.05)
1 November 1944 - Oberhausen (5.55)
2 November 1944 - Dusseldorf (3.25, duty not carried out)
4 November 1944 - Bochum (5.20)
6 November 1944 - Gelsenkirchen (5.25)
18 November 1944 - Julich (6.35)
4 December 1944 - Karlsruhe (6.45)
5 December 1944 - Soest (6.45)
6 December 1944 - Osnabruck (1.40, duty not carried out)
18 December 1944 - Duisburg (3.00, duty not carried out)

24 December 1944 - Dusseldorf (4.40)
29 December 1944 - Trois Dorf (6.45)
30 December 1944 - Cologne (6.40)
6 January 1945 - Hanau (7.00)
1 February 1945 - Mainz (6.35)
2 February 1945 - Wanne Eickel (6.25)
4 February 1945 - Osterfeld (6.05)
7 February 1945 - Goch (6.20)
9 February 1945 - Wanne Eickel (6.35)
13 February 1945 - Bohlen Leipzig (7.55)
17 February 1945 - Wesel (7.00)
20 February 1945 - Monheim (7.00)
23 February 1945 - Essen (6.10)
27 February 1945 - Mainz (6.50)
1 March 1945 - Mannheim (7.05)

On September 11th, 1944, the crew of which Pilot Officer Moreau is navigator was detailed to carry out a daylight raid on Castrop-Rauxel in the Rhur Valley, Germany.

Before reaching the target, trouble developed in the starboard outer engine. The pilot had to feather it. As a result of this, height was lost and air speed could be maintained with the greatest difficulty. Despite the loss of one engine, the crew carried on to the target through heavy and predicted flak barrages which resulted in the aircraft being completely riddled.

Pilot Officer Moreau navigated the crippled aircraft to the target with precision and bombed most successfully. On the return journey, the bomber stream was lost due to the decreased speed, but the base was reached with no further incident.

Throughout his forty sorties over enemy territory, Pilot Officer Moreau has shown a keen devotion to duty and an unshakeable determination to drive home a successful attack. His outstanding example is worthy of emulation and high praise. I therefore strongly recommend that this officer's gallantry be recognized by the non-immediate award of the Distinguished Flying Cross.

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MOREHOUSE, LAC Austin Glenmore (R137844) - **Mention in Despatches** - No.405 Squadron -

Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 1 June 1912. Home in Sandy Cove, Nova Scotia; enlisted in Halifax, 30 December 1941 as Radio Mechanic and posted to No.1 Manning Depot. To University of Toronto, 12 March 1942. Promoted LAC, 10 July 1942. To No.31 Radio School, 12 August 1942. To "Y" Depot, 27 September 1942; repatriated 27 September 1945; released 3 October 1945. Radio and radar mechanic.

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MOREL, FS John Maurice Joseph (Can 7732) - **British Empire Medal** - No.5 Radio School - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 8 December 1917. Enlisted in Ottawa, 8 September 1939 for General Duties. Classified as Cook, 1 January 1940. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 1 April 1942. Promoted Sergeant, 1 January 1943. Promoted Flight Sergeant, 1 August 1943. Early postings uncertain but posted to No.5 Radio School no later than 15 January 1944. To Moncton, 10 October 1945. To Gaspé, 19 October 1945. Reverted to Corporal for postwar service, 1 October 1946. To St. Hubert, 27 October 1946. Released 10 January 1947. Medal presented by Governor General, 9 December 1947.

This non-commissioned officer is outstanding in his work. As non-commissioned officer in charge of the Airmen's Mess, he has, with his cheerful disposition and efficiency, created an organization which is unsurpassed at his unit. He is very active in promoting the welfare of station personnel. He is loyal, aggressive and tenacious, with a praiseworthy capacity for hard and long hours of work.

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MORELAND, F/O Joseph Wallace (J17432) - **Mention in Despatches** - BHG, Bombay - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 27 February 1922. Home in Victoria; enlisted in Montreal, 11 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 29 January 1941. To No.5 SFTS (guard duty), 2 March 1941. To No.3 ITS, 3 May 1941; graduated and promoted LAC, 9 June 1941; posted that day to No.11 EFTS; to No.8 SFTS, 27 July 1941; graduated and promoted Sergeant, 10 October 1941. To No.31 GRS, 24 October 1941; to "Y" Depot, 24 December 1941. To RAF overseas, 9 January 1942. Commissioned 5 March 1943. Promoted Flying Officer, 5 September 1943. Repatriated to Britain, 6 June 1944 on medical grounds. Repatriated 19 August 1944. To No.5 OTU, 3 July 1944. Promoted Flight Lieutenant, 5 March 1945. To Release Centre, 7 September 1945; released 11 September 1945. Died in Montreal, 5 August 1994.

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MOREY, P/O Chancy Leroy (J17527) - **Distinguished Flying Cross** - No.106 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 10 December 1943 and AFRO 297/44 dated 11 February 1944. Born at Bow Island, Alberta, 8 December 1913; home in Cumberland, British Columbia; served in Canadian Army for six months; enlisted in Vancouver, 15 May 1941 and posted to No.2 Manning Depot, Brandon. To No.33 SFTS, Carberry, as guard, 9 June 1941. To No.4 ITS, Edmonton, 3 July 1941; graduated and promoted LAC, 8 August 1941; posted next day to No.5 EFTS, High River; graduated 1 October 1941 when posted to No.7 SFTS, Macleod; ceased training 21 October 1941 when posted to Composite Training School, Trenton; to No.2 AOS, Edmonton, 2 November 1941; to No.8 BGS, Lethbridge, 28 February 1942; graduated and promoted Sergeant, 11 April 1942; posted next day to No.1 ANS, Rivers; graduated 11 May 1942. To "Y" Depot, 13 May 1942. To RAF Trainee Pool, 19 July 1942. Disembarked in Britain, 30 July 1942 and posted to No.3 PRC. To No.1 (Observer) AFU, 7 August 1942. To No.1654 Conversion Unit, 12 January 1943. To No.106 Squadron, 27 February to 26 September 1943; commissioned 30 April 1943; to No.1668 Conversion Unit, 26 September 1943. Promoted Flying Officer, 30 October 1943. to No.5 Lancaster Finishing School, 21 November 1943 to 11 August 1944 when posted to RCAF Overseas Headquarters for posting to Canada. On leave in Canada, 11 August to 11 October 1944 when returned overseas. Repatriated again, compassionate grounds, 5 January 1945; to Western Air Command, 16 January 1945; to No.6 OTU, 22 February 1945; with No.7 (BR) Squadron, Canada, 17 April to 20 July 1945 when posted to Tofino (promoted Flight Lieutenant, 30 April 1945). To Patricia Bay, 30 September 1945. To Winter Experimental Establishment, Namao, 1 August 1946. To Chemical Warfare Experimental Establishment, Suffield, 16 June 1949. To Station Edmonton, 1 July 1952. Retired 30 September 1952. Medal presented 13 November 1948. Photo PL-25552L shows F/O C.L. Morey; PL-25552R shows Warrant Officer E.B. Carleton. Member of postwar RCAF. Died in Courtney, British Columbia, 11 November 1981 as per **Legion Magazine** of February 1982. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

Notes: Application for operational wing dated 17 December 1943 stated he had flown 23 sorties (182 hours 30 minutes) with No.106 Squadron, 27 February to 27 September 1943.

Selected Assessment:

30 June 1944 at No.5 LFS when instructing: 571 hours 55 minutes flown, 23.25 in previous six months; "This officer has worked extremely well with few other instructors to help him." (W/C W.C. Gardiner); "Has been a good second in command of the Bombing Section." (W/C P.W. Johnson).

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MORFEE, A/C Arthur Laurence (C57) - **Commander, Order of the British Empire** - Eastern Air Command - Award effective 28 May 1943 as per **London Gazette** of that date and AFRO 1459/43 dated 30 July 1943. Born 27 May 1897 in London, England, emigrated to Canada before the First World War, settling in London, Ontario. Enlisted in 135th Battaion, CEF, 22 November 1915. Embarked for England, 22 August 1916. To be Acting Lance Corporal, 22 August 1916. To 134th Battalion, 15 October 1916. Proceeded to France to the 19th Battalion, CEF, 23 May 1917. Wounded at Hill 70. Invalided to England, 12 August 1917. To 3rd Reserve Battalion, 12 November 1917. To RAF Depot to attend Cadet Course, 24 June 1918. Appointed Acting Sergeant, 24 June 1918. Trained as an observer and was taking a course in photography when war ended. Struck off RAF strength, 14 February 1919. Employed as photographer, Canadian Aerial Services, 1919-1920. With CAF and Air Board, 1921-24. Joined RCAF, 1 April 1924. Qualified to wear wings, 4 March 1925. Promoted to F/L, 1 April 1928, S/L 23 September 1935, W/C 1 April 1939, G/C 20 September 1940, A/C 15 June 1942. Postings to Camp Borden (1 April 1924-1 April 1925), Station Vancouver (1 April 1925-14 May 1926), Station Winnipeg (14 May 1926-1 January 1927), Camp Borden (1 January 1927-1 March 1927), Station High River (1 March 1927-17 April 1928), No.1 Photo Detachment (17 April 1928-1 December 1928), Vancouver Air Station (1 December 1928-16 December 1929), Winnipeg Air Station (16 December 1929-19 March 1932), Vancouver Air Station (19 March 1932-1 December 1932), courses abroad (1 December 1932-8 January 1934), AFHQ (6 January 1934-3 March 1939), Air Training Command (3 March 1939-20 September 1940), Station Dartmouth (20 September 1940-25 June 1941), No.3 Training Command (25 June 1942-19 February 1942), EAC, Halifax (19 February 1942-?). AOC Eastern Air Command, 20 March 1945-1 March 1947. Retired 1948; awarded Queen's Coronation Medal, 23 October 1953. Died 19 March 1986 in Annapolis, Nova Scotia as per **Airforce Magazine** of July-August-September 1986. Featured in **Photographing Canada in Flying Canoes** by S. Bernard Shaw, General Store Publishing, 2001 CBE presented 3 April 1944; CB presented 8 April 1948. The following citation was found in Governor General's Records, RG.7 Group 26, File 190-I (1943 dossier).

The wealth of knowledge and extensive experience displayed over a considerable period of time by Air Commodore Morfee have marked him as having exceptional ability. He has at all times evidenced outstanding qualities of leadership and efficiency which have made him an extremely valuable officer. The excellent administration of this Command is largely creditable to the organizing efficiency and proficiency of this officer.

MORFEE, A/V/M Arthur Laurence (C57) - **Companion, Order of the Bath** - Eastern Air Command - Award effective 13 June 1946 as per **Canada Gazette** dated 15 June 1946 and AFRO 660/46 dated 5 July 1946. Awarded CBE, 28 May 1943 (which see for biographical details).

Air Vice-Marshal Morfee held a number of positions of high responsibility throughout the recent war. Since 1941 he served on the East Coast, first as Chief Staff Officer, Eastern Air Command, later as Air Officer Commanding, No.1 Group, Newfoundland, and Air Officer Commanding-in-Chief, Eastern Air Command. His administrative ability, based on many years of efficient and valuable service, contributed in a large degree to the successful development of a command which played an important role in the Battle of the Atlantic. By his sound judgement, energy and unceasing vigilance he kept his Command at a creditable state of efficiency in spite of rapidly changing commitments during the latter months of the war. His confident leadership has been an inspiration to all those under his command.

MORFEE, A/V/M Arthur Laurence (C57) - **Legion of Merit (Commander)** - Award effective 8 April 1950 as per **Canada Gazette** of that date and AFRO 161/50. USAF General Order 102 (Washington), 5 December 1949 announced the award "for exceptionally meritorious conduct in the performance of outstanding service from December 1941 to September 1948" but no other details. External Affairs file 19-DA-1-40 (Library and Archives Canada RG.25 Volume 2701) has the following citation:

Air Vice Marshal A.L. Morfee, Royal Canadian Air Force, distinguished himself by exceptionally meritorious conduct in the performance of outstanding services from December 1941 to September 1945 Throughout his many highly important operational appointments in the Royal Canadian Air Force including such positions as Senior Air Staff Officer, Eastern Air Command, Air Officer Commanding No.1 Group, Newfoundland, and Air Officer, Commander in Chief, Eastern Air Command, he enthusiastically collaborated with the Armed Forces of the United States, culminating in his invaluable guidance and cooperation on the Permanent Joint Board on Defence, Canada-United States. His constant friendly guidance and assistance brought the Armed Forces of the two countries into ever closer understanding and cooperation, further augmenting a bond of amity that was a decided factor in the ultimate defeat of our mutual enemies.

Notes:

Assessment for 1927, dated 16 November 1927 and signed by F/L R. Collis. Morfee had joined High River Air Station as a photographic pilot, 5 March 1927. He had flown 153 hours 20 minutes as pilot, two hours 40 minutes as passenger. "This officer has been in command of detached photographic operations during the present season and has carried out his duties in a very satisfactory manner. He is energetic, displays initiative and has a good influence with officers and airmen. He is a reliable pilot and keen on flying."

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MORGAN, P/O Earl Edward (J17009) - **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 Ontario, 16 April 1920; home in Ottawa; enlisted there 30 December 1940 as a radio operator and posted to No.1 Manning Depot; to No.1A Manning Depot, 21 January 1941; to No.1 Manning Depot, 18 March 1941; to No.31 SFTS (guard duty), 3 May 1941; to No.4 Manning Depot, 24 April 1941; to No.1 Wireless School, 20 July 1941. Promoted LAC, 21 August 1941; to No.7 BGS, 30 January 1942; returned to No.1 Wireless School, 1 March 1942; promoted Sergeant, 2 March 1942; to "Y" Depot, Halifax, 23 March 1942; to RAF overseas, 31 March 1942. Commissioned 23 February 1943. Promoted Flying Officer, 23 August 1943. Invested with award by King George VI, 2 February 1945. Promoted Flight Lieutenant 23 February 1945. Repatriated to Canada 8 February 1945. Released 20 July 1945. Died 3 September 1998 in Madoc, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of February 1989. Photo PL-43737 shows a group who had completed two tours of operations and were then on strength of No.427 Squadron: F/O H.H. McDaniel, DFC (rear gunner), F/L E.E. Morgan, DFC (wireless operator), F/L W.A. Gardiner, DFC (navigator or bomb aimer), F/L E.C. Stewart, DFM (pilot), S/L F.D. Smith, DFC (navigator) and F/O H.E. Thornicroft, DFC (flight engineer).

This officer has taken part in attacks against some of the enemy's most heavily defended targets. A very efficient wireless operator throughout his operational career, he has displayed courage, skill and a fine fighting spirit. On many occasions Pilot Officer Morgan's aircraft has been severely damaged by anti-aircraft fire when his cheerful confidence under most trying conditions has been of inestimable value in maintaining morale. In addition this officer has proved to be an extremely competent instructor who has done much to raise the standard of his fellow wireless operators.

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MORGAN, WO John Percy (R71846) - **Mention in Despatches** - No.64 Base Flight - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 2 August 1914. Home in Hamilton; enlisted in Toronto, 27 August 1940 as Wireless Operator (Ground). Reclassified as Wireless Operator (Mechanic), 12 September 1940. Posted to No.2 WS, 16 September 1940. Promoted Leading Aircraftman, 25 November 1940. To Embarkation Depot, 25 November 1940. To RCAF overseas, 29 November 1940. Promoted Corporal, date uncertain. Promoted Sergeant, 17 December 1942. Promoted Flight Sergeant, 26 July 1943. Promoted Warrant Officer, date uncertain. Repatriated 7 February 1945.

Released 26 March 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation sent to CO, No.64 Base, 17 July 1944. Recommended when he had served three months in Canada, 44 months overseas.

This NCO has been chiefly responsible for the organization of the W/T Maintenance Section to cope with the change-over from Standard Marconi M/T equipment to the American Bendix installation in the Lancaster X.

Without outside assistance, and very little in the way of instruction manuals and blueprints, this NCO has successfully coped with the many difficulties expected and ultimately experienced in converting from Halifax to Canadian Lancaster X aircraft. He has developed a number of accepted modifications to the equipment to make it more practical. He has also devised maintenance schedules and acceptance checks to ensure the continued smooth functioning of the equipment. In addition the basis ground training of the wireless operators was efficiently accomplished under his direction, and the results are a credit to his knowledge and ability.

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MORGAN, P/O Lee Park (J90155) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Amherstburg, 15 June 1925; home in West Hill, Ontario; enlisted in Toronto, 18 May 1943 and posted to No.5 Manning Depot. To No.6 ITS, 26 June 1943. To No.1 Air Gunner Ground Training School, 7 August 1943. Promoted LAC, 18 September 1943 when posted to No.9 BGS; graduated and promoted Sergeant, 29 October 1943. To "Y" Depot, Halifax, 12 November 1943; to No.3 Personnel Reception Centre, Bournemouth, 23 November 1943. Commissioned 7 September 1944. Repatriated 27 November 1944. To No.1 Air Command, 18 January 1945. To Mountain View, 24 January 1945. Promoted Flying Officer, 7 March 1945. Released 27 April 1945. Medal sent by registered mail. DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 31 October 1944 when he had flown 30 sorties (160 hours five minutes), 9 June to 14 October 1944. Incidents described were on 15 June (St.Pol), 16 June (Sterkrade, FW.190).

Pilot Officer Morgan has proved himself to be a most reliable and efficient gunner. He has completed numerous sorties over enemy territory. On one occasion when detailed to attack St.Pol his aircraft was attacked by a Junkers 88 but due to the quick and skilful direction of Pilot Officer Morgan the enemy aircraft was successfully evaded. Again in June 1944, when on another mission, his aircraft was attacked by a Focke Wulf 190. Once again he was responsible for

extricating his aircraft and crew from what might have been a fatal encounter. Pilot Officer Morgan's fine fighting spirit and calmness in the face of danger have set an inspiring example to the other members of his crew.

The sortie list was as follows:

9 June 1944 - Le Mans (5.45)
10 June 1944 - Versailles (6.20)
12 June 1944 - Cambrai (4.45)
15 June 1944 - St. Pol (4.50)
15 June 1944 - Boulogne (4.25, day)
16 June 1944 - Sterkrade (4.50)
21 June 1944 - St. Martin l'Hortier (4.15, day)
23 June 1944 - Bientques (3.50)
24 June 1944 - Bamieresd (4.20)
27 June 1944 - Foret d'Eawy (5.00)
18 July 1944 - Thiverney (5.00, day)
18 July 1944 - Wesseling (6.10)
20 July 1944 - Anderbelke (3.40, day)
23 July 1944 - Kiel (5.20)
24 July 1944 - Stuttgart (8.50)
28 July 1944 - Hamburg (5.40)
3 August 1944 - Bois de Casson (5.05, day)
4 August 1944 - Bois de Casson (5.00)
5 August 1944 - St. Leu d'Esserent (5.15, day)
12 August 1944 - Brunswick (5.50)
14 August 1944 - Falaise area (5.15, day)
15 August 1944 - Soesterburg (4.10, day)
16 August 1944 - Stettin (8.25)
10 September 1944 - Le Havre (4.05, day)
12 September 1944 - Dortmund (5.25, day)
14 September 1944 - Kiel (5.50)
4 October 1944 - Bergen (5.45, day)
6 October 1944 - Dortmund (6.50)
9 October 1944 - Bochum (6.00)
14 October 1944 - Duisburg (4.45)

The following by Larry Jarvis is from <http://www.419squadron.com/MorganLP.html>, a component of No.419 Squadron's website:

P/O Lee Morgan Rear Gunner for F/L Roy Kent crew

Lee Morgan was the youngest of the Roy Kent crew and was born on June 15th, 1925 in Amherstburg, Ontario. His parents lived in the United States but had travelled to Amherstburg for his birth, since his grandfather was a doctor. Lee enlisted in the RCAF at the age of 17 on May 18th 1943 and wanted to be a gunner. He completed his gunnery training at No. 9 Bombing and Gunnery School at Mont Joli Quebec on October 29th 1943.

Both the rear gunner and mid-upper gunner were extremely vulnerable and in the coldest part of the aircraft. The rear gunner was the most dangerous position on the plane since most fighter attacks came from the rear and the guns on the Lancaster did not have the range of the cannons carried by the German fighters.

The rear gunner was also in the loneliest place on the aircraft, separated from the rest of the crew more so than the Mid Upper gunner. Both gunners continuously scanned the darkness of night sky looking for that hard to spot small just darker than the sky around it, for this would most likely be an enemy fighter.

From the moment of take off until the aircraft landed, sometimes ten hours later. Their most important contribution was to spot the fighter and instruct the pilot to take evasive action. When this occurred the fighter sometimes broke off the contact as the fighter was unable to keep on target by these series of dives, rolls and climbs made by the bomber. But not all corkscrew manoeuvres worked at putting the enemy off his attack. In many incidents the night fighter could keep up with the bombers movements. It was at times like these that gunners had to fire bursts and drive off the attacking fighters in the midst of these twists and turns.

Once the fighter broke off the attack and all proved to be clear the gunner would give the "resume course" command to the pilot. During all this action the rest of the crew with the exception of the Navigator were the ones who were responsible for scanning the dark skies, for the enemy did not always attack alone.

The Kent Crew

Lee was selected to be part of the Roy Kent crew at No. 24 OTU in Long Marston in early 1944. Roy selected him because he was at the top of his gunnery class.

Lee and the rest of the Roy Kent crew were posted to the 419th squadron at Middleton St. George and arrived on May 26 1944. He and the crew flew 32

operational missions between June and October 1944. By August of 1944 he had been promoted to Flight Sergeant quickly followed in September with a commission and rank of Pilot Officer. P/O Morgan was screened from the squadron on November 7th 1944 and was posted to "R" Depot prior to returning to Canada.

Lee was awarded a Distinguished Flying Cross for his actions on two of their missions.

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MORGAN, F/O Lou Elcock (J89374) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 5 December 1923 in Edmonton; home in Calgary where family had moved early in his life (student); enlisted in Calgary 9 August 1942. To No.3 Manning Depot, 14 September 1942. To No.7 SFTS (guard), 23 November 1942. To No.7 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943; posted next day to No.23 EFTS; graduated 27 June 1943 when posted to No.19 SFTS; graduated and promoted Sergeant, 15 October 1943. To "Y" Depot, Halifax, 29 October 1943; to No.3 Personnel Reception Centre, Bournemouth, 31 October 1943. Commissioned 15 July 1944. Promoted Flying Officer, 15 January 1945. Repatriated July 1945. To Composite Training School, 23 July 1945. To No.7 Release Centre, 9 September 1945. Released 25 September 1945. Following the war he became a respected Oil Scout, working for different oil companies and eventually retiring with Petro-Canada in 1985. In October, 2008 he relived memories of his war experience when he was invited by the British Broadcasting Corporation (BBC) to fly to Boston, Lincolnshire, where the BBC television program **Inside Out** did a story on the 63- year reunion with his Flight Engineer, Syd Marshall (reportedly the last two surviving members of No.103 Squadron. Died in Calgary, 21 February 2009 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2009. His brother, John Elcock Morgan, was killed in a flying accident on 20 April 1942 (Hampden P1297, No.16 OTU). Medal presented 9 July 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8749 has recommendation (undated by either squadron or station commander; cleared No.13 Base Commander on 31 March 1945); he had flown 37 sorties (236 hours 20 minutes), 13 October 144 to 2 March 1945.

13 October 1944 - Duisburg

14 October 1944 - Duisburg

19 October 1944 - Stuttgart

23 October 1944 - Essen

24 October 1944 - Essen

28 October 1944 - Cologne
30 October 1944 - Cologne
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
9 November 1944 - Wanne Eickel
11 November 1944 - Dortmund
21 November 1944 - Aschaffenburg
27 November 1944 - Freiburg
29 November 1944 - Dortmund
3 December 1944 - Urf Dam
4 December 1944 - Karlsruhe
6 December 1944 - Merseburg
15 December 1944 - Ludwigshaven
17 December 1944 - Ulm
22 December 1944 - Koblenz
5 January 1945 - Hanover
7 January 1945 - Munich
14 January 1945 - Merseburg
16 January 1945 - GARDENING
28 January 1945 - Zuffenhausen
1 February 1945 - Ludwigshaven
2 February 1945 - Wiesbaden
4 February 1945 - GARDENING
7 February 1945 - Kleve
15 February 1945 - GARDENING
18 February 1945 - GARDENING
20 February 1945 - Dortmund
21 February 1945 - Duisburg
23 February 1945 - Pforzheim
24 February 1945 - GARDENING
1 March 1945 - Mannheim
2 March 1945 - Cologne

This young Canadian war posted to No.103 Squadron on 27th September 1944, and has completed 37 sorties with a total of 236.20 hours on Lancaster aircraft.

This officer has shown a keen eagerness to take part in operations whenever possible and by coupling a quiet and courageous determination to an extremely cheerful disposition has set a very high example as a heavy bomber captain to both his own crew and the squadron.

During the course of his most successful tour, Flight Lieutenant Morgan was called upon to attack a wide variety of targets, including many against heavily defended enemy industrial areas, as well as the more specialized operations such as those in support of the Allied Expeditionary Force, the Urft Dam and extensive minelaying.

In recognition of his fine example, I strongly recommend that Flight Lieutenant Morgan be awarded the Distinguished Flying Cross.

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MORGAN, WO Neil (R89735) - **Mention in Despatches** - No.149 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 8 August 1915. Home in Brantford, Ontario; enlisted in Hamilton 7 April 1941 as Radio Mechanic; to No.1 Manning Depot, 27 April 1941; to University of Toronto, 23 May 1941. Promoted LAC, 30 August 1941; to No.31 Radio School, 14 September 1941. To Embarkation Depot, 19 October 1941; to RAF overseas, 11 November 1941. Promoted Sergeant, 10 August 1942; promoted Flight Sergeant, 6 July 1943. Repatriated 13 August 1945; released 3 October 1945.

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MORGAN, F/O Owen Horace (J7021) - **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 Rosedale, Alberta, 2 October 1918. Served in Westminster Militia; enlisted in Vancouver 21 November 1940 and posted to No.2 Manning Depot. To PRD (whatever that is), 19 December 1940. To No.2 ITS, 5 February 1941; graduated and promoted LAC, 15 March 1941 when posted to No.4 AOS; graduated 9 June 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 19 July 1941; posted next day to No.2 ANS; graduated and commissioned 19 August 1941. To Embarkation Depot, 20 August 1941; to RAF overseas, 15 September 1941. Promoted Flying Officer, 19 August 1942. Promoted Flight Lieutenant, 1 November 1942. Repatriated 8 June 1945. To No.3 Repair Depot, 17 June 1945; to No.7 Reserve Equipment Maintenance Unit, 1 November 1945. Released 9 January 1946. Medal presented at Buckingham Palace 1 February 1944.

Flying Officer Morgan has participated in attacks on some of the most heavily defended targets. Despite being seriously handicapped by air sickness and being involved in two severe crashes, his morale has remained unshaken and his determination has never wavered. This officer has frequently brought his crew back safely to base through extremely bad weather. With the aircraft damaged

and the wireless unserviceable, he has displayed outstanding ability as navigator and his sustained courage and unusual initiative have been a magnificent example to his crew.

NOTE: Public Records Office Air 2/9604 has recommendation dated 22 September 1942 when he had flown 27 sorties (131 hours 50 minutes).

14 April 1942 - Le Havre (4.35)
24 April 1942 - Dunkirk (3.05)
27 April 1942 - Cologne (6.00)
29 April 1942 - Paris (5.15)
5 May 1942 - Stuttgart (3.55)
30 May 1942 - Cologne (4.40)
1 June 1942 - Essen (5.15)
2 June 1942 - Essen (3.25)
3 June 1942 - Bremen (5.20)
8 June 1942 - GARDENING (3.30)
20 June 1942 - Emden (5.10)
22 June 1942 - Emden (3.20)
25 June 1942 - Bremen (6.20)
27 June 1942 - Bremen (6.10)
29 June 1942 - Bremen (6.45)
2 July 1942 - Bremen (4.50)
7 July 1942 - GARDENING (3.30)
8 July 1942 - Wilhelmshaven (4.10)
21 July 1942 - Duisburg (3.00)
31 July 1942 - Dusseldorf (4.40)
24 August 1942 - Frankfurt (6.25)
8 September 1942 - Frankfurt (5.15)
10 September 1942 - Dusseldorf (4.55)
14 September 1942 - Bremen (4.50)
16 September 1942 - Essen (5.10)
18 September 1942 - GARDENING (5.40)
19 September 1942 - Saarbrucken (6.40)

Flying Officer Morgan joined the squadron on the 9th April 1942, since when he has carried out 27 operational sorties. These operations include sorties to Essen, Cologne and six to Bremen.

He has set himself a very high standard and has maintained it throughout his

tour, despite being seriously handicapped by continual air sickness. Although he has been involved in two severe crashes on returning from operations his morale has remained unshaken and his determination has never wavered.

His outstanding ability and strong sense of duty, combined with his sustained courage and unusual initiative have been a magnificent example to the rest of his crew. He has frequently brought them back to this country through extremely bad weather, at times with the aircraft damaged and the wireless unserviceable.

I consider that this officer's ability and devotion to duty have justly earned him the award of the Distinguished Flying Cross. Flying Officer Morgan is a Canadian.

MORGAN, F/L Owen Horace, DFC (J7021) - **Mention in Despatches** - Mediterranean Air Command - Award effective 17 September 1943 as per **London Gazette** of that date 28 and AFRO 2198/43 dated 29 October 1943.

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york42/x3175.html> dedicated to crashes in Yorkshire details an incident on 25/26 March 1942 (a date not mentioned in the sortie list above). He was navigator in Wellington X3175 (pilot, FS Richard Bradburn Davenport, RNZAF). The site reports, "The crew in this aircraft were undertaking an operational flight to bomb Essen when the aircraft sustained minor flak damage. The crew were able to return to Snaith and land without further incident. The damage was inspected and nine holes were found in the aircraft but were quickly patched up on site, the aircraft was then flown by the same crew three nights later to St.Nazaire."

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york42/x3451.html>, another part of the Yorkshire crash site, details a further incident involving Davenport and Morgan, this time in Wellington X3451, as follows: "On the night of 5th / 6th May 1942 the crew in this 150 Squadron aircraft were tasked with an operational flight to Stuttgart and bombed the aerodrome. The front turret had become unservicable and by the time the aircraft reached Yorkshire it was also suffering port engine trouble. As the aircraft neared Finningley the wing with the failing engine had dropped and the aircraft was losing height, the pilot was left with little option but to force-land the aircraft in a field near Askern to the north of Doncaster at 02.15hrs. Two of the airmen sustained leg injuries and were treated in Doncaster Royal Infirmary"

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MORIARTY, FS (now P/O) John Edward (R136237) - **Distinguished Flying Medal** - No.97 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 15 February 1944

and AFRO 644/44 dated 24 March 1944. Born 18 December 1920 in Toronto; home there (shipping clerk); enlisted there 20 October 1941 and granted Leave Without Pay until 4 November 1941 when posted to No.1 Manning Depot. To No.5 ITS, 13 February 1942; graduated and promoted LAC, 11 April 1942; posted that date to No.20 EFTS ; ceased training and posted to Trenton, 11 May 1942; subsequently to No.9 AOS, 22 June 1942; graduated and promoted Sergeant, 9 October 1942. To "Y" Depot, 23 October 1942; to RAF overseas, 27 October 1942. Promoted Flight Sergeant, 9 April 1943. Promoted WO2, 9 October 1943. Commissioned 17 October 1943. Promoted Flying Officer, 17 April 1944. Promoted Flight Lieutenant, 1 May 1944. Repatriated to Canada, 17 December 1944. To No.3 Training Command, 25 December 1944. To No.1 AOS, 15 January 1945. To No.4 Release Centre, 27 April 1945. Released 1 May 1945. Medal presented in Toronto, 30 November 1949. No citation other than "...completed... many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8782 has recommendation dated 25 November 1943 when he had flown 25 sorties (156 hours 30 minutes) with two units; however, sortie sheet list 26 trips as follows:

Unit Not Stated

21 June 1943 - Krefeld (4.50)
24 June 1943 - Wuppertal (5.555)
28 June 1943 - Cologne (5.00)
3 July 1943 - Cologne (5.45)
8 July 1943 - Cologne (3.50)
27 July 1943 - Hamburg (5.05)
29 July 1943 - Hamburg (5.05)
30 July 1943 - Remscheid (4.30)
2 August 1943 - Hamburg (4.45)
9 August 1943 - Mannheim (5.50)
12 August 1943 - Milan (8.00)
17 August 1943 - Peenemunde (6.50)
23 August 1943 - Berlin (7.10)

No.97 Squadron

22 September 1943 - Hanover (4.35)
23 September 1943 - Mannheim (6.00)
1 October 1943 - Hagen (4.30)
2 October 1943 - Munich (7.50)
8 October 1943 - Hanover (4.45)
18 October 1943 - Hanover (4.50)

20 October 1943 - Leipzig (6.45)
22 October 1943 - Kassel (5.35)
10 November 1943 - Modane (6.35)
11 November 1943 - Cannes (7.40)
17 November 1943 - Ludwigshaven (5.35)
22 November 1943 - Berlin (5.45)
26 November 1943 - Berlin (6.30)

This NCO has completed twenty-five operational sorties, thirteen with Path Finder Force, of which ten were as marker. He is the navigator of a reliable crew who have made many successful sorties with the squadron, including an attack on Berlin when the crew were credited with a hit on the centre of the city. Flight Sergeant Moriarty is a very efficient navigator and the contribution which his crew have made to the squadron's operational effort must be attributed largely to his ability. His manner and bearing are a source of confidence to his fellow crew members.

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MORIE, LAC John Marshall (R207068) - **Mention in Despatches** - No.436 Squadron (AFRO says only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 8 June 1916. Home in Edmonton; enlisted in Calgary 5 August 1943. To No.3 Manning Depot, 29 August 1943. Graded on 8 September 1943 for General Duties (with specific airfield construction and maintenance skills); to Boundary Bay, 17 November 1943; promoted AC1, 8 December 1943; to No.165 Squadron, 6 January 1944; promoted LAC, 8 March 1944. To "Y" Depot, 23 August 1944; taken on strength of No.3 PRC, Bournemouth, 29 August 1944. Service extended while in United Kingdom. Promoted Sergeant, 1 October 1945. Repatriated 17 June 1946; released 8 August 1946. RCAF photo PL-60435 (ex UK-20766 dated 12 April 1945) shows FS George Sims (Coleman, Alberta) and LAC John Morie (Edmonton) examine remains in a Buddha factory. The following obituary was published in the Edmonton **Journal** of 2 November 2008:

MORIE, John Marshall (Marsh) 1916 - 2008 Marsh passed away peacefully with family at his side on Saturday, September 27, 2008. He was pre-deceased by his lovely wife Gunhild (Gunny) and leaves six children: Neil (Gintare Jankauskaite), Jocelyn (Steve Ondre), Michele (Frank Scott), Jeffery (Concetta Carbonaro), Brenda (John Sisti), and Gregg; and six grandchildren: Lauren and Nicole Ondre, Nina Powell, Grace Scott, Steven and Carolyn Morie. Born in Strathcona, now South Edmonton, and a graduate from the U of A in Geology, Marsh led a full and exciting life. He was always active in sports, as both a participant and coach,

particularly hockey, football, tennis, and skiing; in fact, Marsh was an active downhill skier well into his 80's. He served in the RCAF, 436 Transport Squadron in India and Burma from 1942-1945, and outside London for two more years after the war, as an air traffic controller. Many pilots of the planes he watched over in the jungles of Burma held high regard for Marsh, often refusing to fly unless he was in the tower. Marsh credited the Airforce as a major influence in his life, along with his involvement with Rotary. He was honored to be asked to join Rotary in 1950, and proud to continue as a member in Edmonton for 58 years, a Paul Harris Fellow, and an Honorary Member of the Calgary South Rotary Club. Among the many civic, sport, and community organizations he served over the years, Marsh is a past Director with Rotary International, Edmonton Chamber of Commerce, Old Strathcona Foundation, and Specialty Advertising Association of Alberta. An enthusiastic and well respected businessman, he built a successful Specialty Advertising business as a pioneer, innovator, and award winning recipient in his industry, carried on by Michele in Calgary and Jeffery in Edmonton. Marsh's zest for life continued until the end. With his love of family, a passion for politics, business, sports, friendships, good food, and exciting travels, Marsh truly led a life well lived.

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MORIN, P/O Gaetan Philippe Alcide (J87365) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 28 August 1922 in Ste. Agathe des Monts, Quebec; home there; enlisted in Montreal 9 January 1941 for General Duties and posted to No.4 Manning Depot. To No.19 EFTS, 20 February 1941. Promoted AC1, 9 April 1941. Promoted LAC, 9 July 1941. Remustered to air crew and posted to No.3 ITS, 19 July 1942; graduated 9 October 1942 and posted next day to No.4 BGS; graduated 5 December 1942 and posted to No.9 AOS; graduated and promoted Sergeant, 22 January 1943. To "Y" Depot, 5 February 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 22 July 1943. Commissioned 18 June 1944 (J87365). Promoted Flying Officer, 18 December 1944. Repatriated 28 February 1945; to Mountain View, 28 April 1945. Not clear when released but rejoined 23 December 1949 as Equipment Technician (29732) in rank of Corporal; later promoted Sergeant. 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 13 September 1944 when he had flown 37 sorties (175 hours 57 minutes), 15 February to 12 August 1944).

15 February 1944 - Berlin (6.55)

20 February 1944 - Stuttgart (3.55), DNCO, port outer u/s

25 February 1944 - Augsburg (7.15)

26 February 1944 - Schweinfurt (5.10)
2 March 1944 - Trappes (5.05)
6 March 1944 - Le Mans (4.35)
9 April 1944 - Lille (3.30)
22 April 1944 - Laon (4.20)
24 April 1944 - Karlsruhe (2.20)
1 May 1944 - Ghislain (2.50)
3 May 1944 - Montdidier (3.45)
6 May 1944 - Nantes Gass (3.18)
8 May 1944 - Haine (3.05)
22 May 1944 - GARDENING (5.09)
24 May 1944 - GARDENING (4.54)
26 May 1944 - GARDENING (5.06)
27 May 1944 - GARDENING (5.12)
6 June 1944 - St.Lo (4.58)
7 June 1944 - Juvisy (4.16)
15 June 1944 - GARDENING (5.26)
16 June 1944 - Domleger (3.46)
22 June 1944 - Laon (4.46)
24 June 1944 - Noyelle E.C. (3.30)
25 June 1944 - Montorgueil (3.53)
27 June 1944 - Mont Condon (3.09)
28 June 1944 - Blainville (6.39)
1 July 1944 - St.Martin le Hortier (3.34)
6 July 1944 - Croixdale (3.50)
8 July 1944 - Chateau Bernapre (3.25)
12 July 1944 - GARDENING (4.00)
23 July 1944 - Kiel (4.43)
24 July 1944 - Stuttgart (8.14)
28 July 1944 - Foret de Nieppe (3.33)
1 August 1944 - Prouville (3.30)
3 August 1944 - Bois de Casson (4.00)
5 August 1944 - Foret de Nieppe (3.33)
9 August 1944 - Foret de Mormal (3.26)
10 August 1944 - Dijon (6.39)
11 August 1944 - Chapel N-Dame (3.28)
12 August 1944 - Brunswick (5.42)

This officer has now completed his first operational tour consisting of 37 sorties, involving a total of 175 hours.

He has been the Air Bomber in one of the best crews in the squadron, and much of their success can be attributed to his efforts. He has always pressed home his attacks with the greatest skill and determination, often against the most heavily defended targets. Many successful night photographs have been brought to prove the results of his efforts.

For his courage, devotion to duty and coolness in face of the enemy he is strongly recommended for the award of the Distinguished Flying Cross.

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MORIN, Sergeant (now F/L) Paul Emile (R54030/J15110) - **Distinguished Flying Medal** - No.76 Squadron - Award effective 2 January 1942 as per **London Gazette** dated 23 January 1942 and AFRO 358/44 dated 18 February 1944. Born in Ottawa, 6 August 1914; home there; enlisted there 20 June 20, 1940. To No.2 ITS, 30 June 1940; promoted LAC, 15 August 1940 and posted to No.7 EFTS on 17 August 1940; to No.1 SFTS, 4 November 1940. Graduated and promoted Sergeant, 21 January 1941. To No.1 Manning Depot, 21 January 1941; to Embarkation Depot, 4 February 1941; to RAF overseas, 2 March 1941. Posted to No.51 Squadron, May 1941; to No. 76 Squadron, August 1941. Commissioned 18 December 1941. Attached to Aeroplane Armament Experimental Establishment, 27 January 1942; repatriated to Canada, 7 April 1942; arrived back in Ottawa, 20 April 1942; to No.3 Training Command, 2 May 1942; to Suffield, 30 June 1942. Promoted Flying Officer, 21 August 1942. Promoted Flight Lieutenant, 9 April 1943. Named Vice-Consul to Canadian Consulate, New York, April 1943 but not formally retired from RCAF until 1 August 1943. Medal presented by Governor General, 12 December 1944. Medals with Canadian War Museum (AN 19860239-012) along with many papers.

This airman has carried out numerous operational sorties, including attacks on important enemy industrial centres and dockyards. He participated in two recent daylight raids on the enemy warships at Brest and showed great skill on both occasions. Sergeant Morin is a most determined and resolute pilot.

The following narrative was prepared by RCAF Public Relations overseas; found in his file at Directorate of History and Heritage:

Pilot Officer Paul Emile Morin, DFM (J.15110)

Paul Emile Morin was born in Ottawa in 1914. He was teaching school when war broke out and left his work in June 1940 to enlist in the RCAF. He trained as a pilot under the Joint Air Training Plan and was sent to the United Kingdom to

take part in operations. RCAF Overseas Records has, apparently, no trace of his postings in 141, but it may be presumed that he came to Great Britain early in the year, had a course at an Operational Training Unit, and from there was posted to a squadron.. The first time his name appears in records is on May 9th, 1941, in a crew list of No.51 Squadron, a bomber unit flying Whitleys from Dishforth, Yorkshire.

On this date, Sergeant Morin was second pilot to Sergeant Mossley on a sortie to Ludwigshaven.. The objective was a chemical factory and the raid was fairly large for that period, more than 70 bombers being detailed and more than 60 attacking. Bursts and fires were seen in the target area by most crews, including Sergeant Mossley's. Morin was with the same pilot in a small effort against Bremen two nights later. Visibility was again good and results seemed satisfactory.

In an attack on Hanover on the night of May 15th, Sergeant Morin's captain was Sergeant Wilson. They saw fires in the target area, but accurate observation of results by the 70-odd crews that reached the objective was hampered by ground haze and searchlight dazzle. In his last operational sortie of the month Morin had Sergeant Brown as first pilot in a raid on Cologne. The crew saw bombs burst in the town and one very large fire. This may have been the Railway Station which was bombed by one aircraft resulting in a violent explosion and a big fire.

During June Morin continued to act as second pilot for different captains of aircraft. Two sorties were made with Sergeant Brown, one on June 2nd against Dusseldorf. More than 100 aircraft of Bomber Command participated in this attack and large fires were started, but accurate observation was prevented by cloud and industrial haze. On his second operation with this captain, a raid on the marshalling yards at Schwerta on June 12/13th, the primary target was not located and this crew was one of those which bombed Dortmund instead. This attack was one of several made that night on communication centres. Results of all were difficult to assess, owing to very poor visibility.

Morin's four other sorties in June were each made with a different captain. In that on the 8/9th with P/O Matthey, Dortmund was the target, but they failed to find it and bombed Viersen instead with unobserved results. An attack by 66 bombers on Duisburg on the night of the 11th started many large fires. On this occasion Morin was second pilot to F/L Hurry, whose crew attacked the primary but did not see the results of their bombing. Bomber Command's chief objective

on the night of the 16th was Cologne, in particular the marshalling yards and railway station. Sergeant Morin, this time in Sergeant Barsby's crew, reached and bombed the target area, the crew seeing their own bursts. Direct hits on the station were reported by some crews. Morin's last sortie of the month was the first abortive one he made. The crew, under P/O Thomas, had to turn back over Hull owing to the unserviceability of the compass.

On July 4/5th Sergeant Morin made his first sortie as a captain of aircraft, together with eleven fully operational crews from the squadron. They attacked one of the German cruisers in Brest in good weather conditions, but effective smoke screens obscured the results. The marshalling yards at Osnabruck were the target for more than 50 bombers on the night of the 7th of July. Sergeant Morin's crew reached and bombed the target, seeing fires break out in several places. They were unable to identify Aachen, the objective of their next sortie, on the 9/10th so attacked an aerodrome, seeing their bombs fall across the flare path and cause at least one explosion. Less than half the crews detailed by Bomber Command on July 16/17th to attack two points at Hamburg were able to identify the target. Various alternatives were bombed, Sergeant Morin's crew being one of those which attacked Heide where they saw fires start and searchlights put out of action. They encountered heavy flak but returned safely to base. On July 24/25th the same crew attacked Emden. Weather was fine over the target and they saw their bombs burst in the area. The attack was considered successful, many fires being started by the incendiary bombs.

The first was made in most unfavourable weather conditions and it is doubtful whether any bombs fell on the marshalling yards which were the primary objective. A few fires were reported in the area but the raid was not nearly as successful as the one on the 5th when one terrific fire and many bursts were seen near the railway centre. The crew's next operation, on the night of the 14th, was their last with No.51 Squadron. It was an attack on Hanover by over 100 aircraft of Bomber Command which started two large blocks of fires and caused considerable damage in the city. Sergeant Morin's Whitley was hit by flak in numerous places, but returned home safely. On August 17th Sergeant Morin with his Air Observer and Rear Gunner was posted to No.76 Squadron at Middleton-St. George, County Durham.

Sergeant Morin's first operation with the new squadron took place on September 29th. The intervening time since his posting had probably been needed for conversion to the Halifax I which was the type of aircraft flown by this squadron. The complete crew numbered seven and included Sergeants

Fairclough and Roche (RCAF), the air observer and rear gunner who had been with Morin in No.51 Squadron. On their first sortie in a Halifax, they bombed a target in Stettin, seeing three good fires and bursts of high explosive, but were unable to observe their own bursts because of evasive action in attempting to avoid flak. This was heavy and accurate at the northeast of the target and the aircraft was slightly damaged but returned safely and without casualties.

The crew's next sortie, which was against Brest on October 2nd, was abortive, as the aircraft developed a glycol leak and the bombs were jettisoned in the sea, the Halifax landing safely at Exeter. The squadron took part in no further operations until October 12th when four crews took off for Nuremberg among the 152 detailed by Bomber Command. Over 100 reached and bombed the objective including all four Halifaxes from No.76 Squadron. Morin's crew obtained good pin points on the Rhine and saw bursts and fires in the built-up areas. There was no cloud over the target and visibility was fairly good. The attack was considered very successful. On October 20/21st a fairly heavy raid was made on Bremen and lighter efforts made against the other ports of Wilhelmshaven, Emden and Antwerp. Two aircraft were detailed from No.76 Squadron, one against Emden and one (Sergeant Morin's) against Wilhelmshaven. Ground haze and 7/10s cloud made pin pointing impossible but the crew were confident they hit the target area. On their next operation two nights later they found even thicker cloud over Mannheim and had to bomb on estimated time of arrival, being unable to observe any results. The main objective on the night of October 26th was Hamburg which was bombed by over 70 aircraft in conditions of 10/10th cloud which cleared slightly for the late arrivals. Sergeant Morin saw no results of his own bombing but observed a small fire at the west end of the town. The same target was attacked on the last night of the month when visibility was so poor that all three Halifaxes of No.76 Squadron bombed on estimated time of arrival. Some fires were reported in the Blohm and Voss shipyards and bursts among the railway yards.

While aircraft of No.76 Squadron had operated on seven nights during October and Sergeant Morin's crew on six of them, during November the squadron took part in only four operations in two of which Morin participated. These two raids were on Hamburg on the 9/10th and Brest on the 25/26. The former seems to have been quite successful, many fires being observed, but searchlight glare and ground haze made accuracy of aiming and observation impossible. Sergeant Morin landed his aircraft at Leeming. The target at Brest was the three German cruisers, **Scharnhorst**, **Gneisenau** and **Prinz Eugen** which were, as usual, obscured by a smoke screen. General visibility was good, however, so that the

aircraft were able to make their runs from recognized landmarks and feel reasonably sure of having bombed the docks where the cruisers were supposed to be. One port engine on Morin's Halifax failed so that he landed at Boscombe Down. The other three aircraft of No.76 Squadron returned safely to base.

Poor weather at the beginning of December resulted in the cancellation of several operations. On the 14th, the crew started practicing formation flying, and the reason became apparent on the evening of the 17th. The following is the squadron's account of their part in the daylight attack on the 18th on the cruisers **Scharnhorst, Gneisenau and Prinz Eugen.**

"Briefing for this operation was carried out at 1800 hours on the 17.12.41 after which the camp was closed as a security measure and every precaution taken to ensure secrecy.

"In taxiing out for take-off F/L Calder's original machine developed brake trouble, necessitating a last minute transfer to the reserve machine. In spite of this he was airborne within a few minutes of his scheduled time, and took his place in the formation before reaching the first rendezvous at 4,000 feet at Linton.

"Times were carefully synchronized to ensure perfect coordination with the protecting screen of fighter patrols which joined our bombers near the French coast.

"Owing to engine trouble, aircraft 'L' (S/L Packs, captain) had to jettison his bombs and leave the formation near Lundy Island and land at Boscombe Down.

"Weather and visibility were excellent and flak did not open up until our machines were over the target, when an intense barrage was put up from both the coast and ships.

"This squadron attacked in two tight Vic formations to ensure pattern bombing and in spite of intense opposition did a perfect run up over the target, which was bombed from 16,000 feet at 1236 hours. 'The funnels of the cruisers came steadily down the drift wires' - and the sticks were seen to burst right across the two docks. Direct hits on the cruisers were proved by subsequent photography. Enemy fighters were seen, but were engaged by our supporting fighters which formed a most efficient protecting screen. All our aircraft returned safely."

This operation was the first in which all the squadron crews had flown the new

Halifax IIs with which they were being equipped. The attack was carried out by 18 Stirlings, 18 Halifaxes and eleven Manchesters and hits were scored on the cruisers themselves and on many important points in the dock area. Five of the bombers were lost, four of them Stirlings. Sergeant Morin and his crew apparently had an uneventful sortie. Six crews, practically the same ones as before, were detailed for the only other operation of the month, another daylight attack on the same objective. The Squadron Form 541 again gives a good account of their part in the attack.

“Complete security was maintained concerning this operation until a few hours before take off.”

“Just before take off the rear turret of Sergeant Morin’s Halifax II went unserviceable and a quick change over was made to the reserve aircraft, a Halifax I. The slight delay was soon made good and, though in a Mark I aircraft, Sergeant Morin took up and maintained his place in the formation throughout.

“The bombers went out in tight flight Vic formation in line astern. On crossing the French coast they found the escorting Polish wing of long range Spitfires at about 20,000 feet, and they escorted our formation right to the target.

“The bombers went in at 16,000 feet and intense and accurate flak from both shore and ships bumped the formation about very badly and threatened to split it up. However, they maintained course and formation and did a very determined run up over the target. No crews were able to observe results owing to the ground opposition.

“When the bombs were being released aircraft ‘X’ (P/O King, captain) on the starboard side of the second Vic was observed to dive away from the formation to starboard. Later this machine was seen to glide slowly down, with smoke coming from its starboard outer engine, into the sea about 20 miles from the French coast. Two Spitfires circled round as our machine went down.

“Intense flak was encountered by the remaining machines until crossing the Brittany coast on the way back, and a threatened attack by enemy fighters was prevented from developing by our escorting Spitfires diving upon them whilst they were still 4,000 feet below.

“Aircraft ‘A’ (W/C Young) had an engine put out of action by flak. ‘B’ (F/O Iveson) was attacked by an Me.109 while regaining the formation, but the attack was

broken off after two short bursts from the rear gunner.

“Aircraft ‘O’ captained by S/L Packe, who led the ‘B’ Flight Vic formation, received several hits, including the exhaust pipe of the starboard outer engine blown off, and was obliged to land on return at St. Eval.

“The four remaining aircraft landed back safely at base showing copious evidence of the accuracy of enemy fire. No further news of the missing aircraft ‘X’ has been received.”

At this point Morin’s name disappears from the squadron record. No mention is made of his appointment to a commission with effect from December 18th, which probably came through in January, and of the award of the DFM which was published in the **London Gazette** on January 23rd, 1942. The citation is as follows:

“This airman has carried out numerous operational sorties, including attacks on important enemy industrial centres and dockyards. He participated in two recent daylight raids on the enemy warships at Brest and showed great skill on both occasions. Sergeant Morin is a most determined and resolute pilot.”

From this time on the only trace of Morin is in RCAF Overseas Records which gives his postings as:

Attached to Aeroplane and Armament Experimental Establishment, January 27th, 1942.

No.75 Squadron, no date from Headquarters.

Repatriated April 7th 1942.

Neither of the units mentioned has his name in any available records, nor does it occur again in No.76 Squadron’s Operations Record Book. He probably did not take part in any further operations before being repatriated.

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MORISON, F/L David William (J20709) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 29 November 1915 in Otterville, Ontario; graduate of University

of Toronto; home in North Bay; enlisted in Toronto, 5 December 1941 and granted Leave Without Pay until 4 January 1942 when posted to No.1 Manning Depot. To No.1 ITS, 25 April 1942; graduated and promoted LAC 19 June 1942; to No.1 AOS, 18 July 1942; graduated and commissioned 6 November 1942. To "Y" Depot, 20 November 1942; to RAF overseas, 10 December 1942. Promoted Flying Officer, 6 May 1943. Promoted Flight Lieutenant, 6 May 1944. Repatriated 23 March 1945; released 26 May 1945, settling in St. Lambert, Quebec. Joined the Royal Bank of Canada, retiring in 1977. Died in Toronto, 10 March 2014. Medal presented in Toronto, 30 November 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2609 (RG.24 Vol.20632) has recommendation dated 22 July 1944 when he had flown 34 sorties (194 hours 15 minutes), 22 December 1943 to 18 July 1944.

This navigator has participated in thirty-four attacks on enemy territory, five of them against Berlin, and many others against the heavily defended targets in the Ruhr. His devotion to duty has been outstanding, his skill as a navigator has been well above average and he has always by his skilful navigation kept the aircraft well on track and in so doing assisted his captain to successfully attack his target and bring the aircraft safely back to base. For some time he acted as assistant to the Squadron Navigation Leader and for two months has carried out the duties of Squadron Navigation Leader, in addition to his duties as navigator in a crew. This has entailed much arduous work but throughout his duties he has shown a keenness for his work and a cheerful tact which has not only assisted his captain but has also been of great assistance to the other navigators of the squadron and to the squadron as a whole.

It is considered that this officer's outstanding devotion to duty fully merits the award of the D.F.C.

The sortie list (almost identical to that of F/O William Burnard Byers) was as follows:

22 October 1943 - Kassel (7.00)
3 November 1943 - Dusseldorf (4.05)
18 November 1943 - Mannheim (7.15)
19 November 1943 - Leverkusen (6.30)
22 November 1943 - Berlin (8.00)
20 January 1944 - Berlin (3.45, abortive sortie)
21 January 1944 - Magdeburg (8.00)
28 January 1944 - Berlin (3.40, abortive sortie)
15 February 1944 - Berlin (7.30)

2 March 1944 - Meauon le Mureau (5.15)
22 March 1944 - Frankfurt (7.05)
24 March 1944 - Berlin (7.25)
30 March 1944 - Nuremberg (3.25, abortive sortie)
9 April 1944 - Villeneuve St. George (5.35)
10 April 1944 - Ghent (4.45)
18 April 1944 - Le Bourget (5.50)
20 April 1944 - Lens (4.35)
22 April 1944 - Dusseldorf (5.40)
24 April 1944 - Karlsruhe (7.00)
10 May 1944 - Ghent (4.05)
12 May 1944 - Louvain (4.35)
19 May 1944 - Le Clipon (3.05)
24 May 1944 - Aachen (4.55)
27 May 1944 - Bourg Leopold (5.00)
31 May 1944 - Au Fevre (4.55)
5 June 1944 - Merville (4.40)
6 June 1944 - Conde sur Noireau (5.10)
14 June 1944 - Cambrai (4.00)
17 June 1944 - Oisemont (4.45)
25 June 1944 - Gorenflos (4.10)
27 June 1944 - Wizernes (3.45)
28 June 1944 - Metz (7.00)
4 July 1944 - Villeneuve St. George (5.50)
9 July 1944 - Ardouval (3.45)
12 July 1944 - Acquet (4.15)
14 July 1944 - Anderbelcke (3.40)
18 July 1944 - Mondeville (4.20)

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MORISON, F/L John Douglas (J24771) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 26 August 1922 in Vermillion, Alberta; home in Ponoka, Alberta (carpenter); enlisted in Edmonton, 7 April 1942 and posted to No.3 Manning Depot that date. To No.8 BGS (guard duty), 25 May 1942; to No.2 ITS, 4 July 1942; graduated and promoted LAC, 29 August 1942; to No.19 EFTS, 26 September 1942; graduated 20 November 1942 and posted next day to No.10 SFTS; graduated and commissioned 19 March 1943. To No.1 GRS, 26 March 1943. To "Y" Depot, 19 June 1943; to RAF overseas, 22 June 1943. Promoted Flying Officer, 19 September 1943. Promoted Flight Lieutenant, 15 July 1944. Repatriated to Canada, 22 January

1945. To Edmonton, 2 February 1945. To Release Centre, 16 April 1945; released 27 April 1945. Subsequently a pilot in RCAF Auxiliary, Edmonton, 18 December 1953 to 31 March 1958 (service number 223086). Medal presented 9 July 1949. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9050 has recommendation dated 17 December 1944 when he had flown 35 sorties (155 hours two minutes) as follows:

29 April 1944 - GARDENING, Gironde (4.13)
7 May 1944 - GARDENING, North Sea (3.12)
9 May 1944 - Berneval (4.16)
10 May 1944 - Lens (3.40)
22 May 1944 - Orleans (5.17)
2 June 1944 - Trappes (3.34)
11 June 1944 - Massy-Palaiseau (4.35)
14 June 1944 - Evrecy (5.00)
16 June 1944 - Sterkrade (3.55)
22 June 1944 - Laon (4.20)
27 June 1944 - Mont Candon (3.35)
28 June 1944 - Blainville (7.05)
17 July 1944 - Caen (4.25)
20 July 1944 - Chapelle Notre Dame (3.25)
5 August 1944 - Foret de Nieppe (3.45)
6 August 1944 - Foret de Nieppe (3.30)
7 August 1944 - TOTALIZE 3 (4.20)
11 August 1944 - Somain (4.35)
12 August 1944 - Brunswick (5.55)
31 August 1944 - Lumbres (3.10, DNCO)
3 September 1944 - Venlo (4.05)
9 September 1944 - Le Havre (3.30, recalled)
11 September 1944 - Nordstern (4.30)
15 September 1944 - Kiel (5.35)
17 September 1944 - Boulogne (3.00)
6 October 1944 - Gladbach (4.40)
7 October 1944 - Cleve (3.55)
23 October 1944 - Essen (5.05)
25 October 1944 - Essen (4.40)
30 October 1944 - Cologne (5.45)
31 October 1944 - Cologne (4.50)
2 November 1944 - Dusseldorf (5.00)
4 November 1944 - Bochum (5.25)

16 November 1944 - Julich (4.40)

18 November 1944 - Munster (4.35)

This captain of aircraft is nearing the completion of his first operational tour, having taken part in 35 sorties, which have been carried out over a wide range of targets. During his tour he has shown consistently good results and great determination in attacking his allotted target, thereby obtaining a good photographic record which shows many aiming point photographs.

On three raids he has been in combat with enemy fighters and has displayed fine captaincy and excellent airmanship in the use of evasive action, on one occasion having to perform most violent tactics to shake off the attacking fighter.

Flight Lieutenant Morison's record is one of sustained operational endeavour, in recognition of which he is strongly recommended for the award of the Distinguished Flying Cross.

RCAF Press Release No.1323 dated 7 December 1944 from "MacPherson, Edmonton, Alberta" reads:

WITH CANADIANS FLYING IN THE R.A.F.: - What the crews of the big bombers, which have borne the brunt of the bombing of Germany, call a "rough tour", was experienced by F/L J.D. Morison, 22-year-old pilot, of Ponoka, Alberta, who was recently screened.

Morison took bombs to Germany on 16 occasions during his tour, slashing at such "hot" targets as Brunswick, Kiel and several industrial centres in the Ruhr Valley.

But the attack on the railway yards at Trappes, near Paris, before D-Day, was the most costly of all Morison's missions. Just after bombs were away, a German night fighter attacked the Halifax. The bomber's gunners opened fire and drove off the enemy, but about four minutes later, another night fighter attacked Morison's aircraft from below.

German cannon shell and machinegun bullets smashed through the nose of the Halifax, fatally injuring the 19-year-old Canadian bomb-aimer and blasting a cylinder out of the port inner engine.

Morison brought the aircraft back to an emergency landing in England, but the bomb-aimer died the following day.

Another German night fighter shot up Morison's Halifax during the attack on Brunswick and a few moments after the enemy broke off the combat under a hail of lead from the bomber's guns, the battered aircraft collected a few more holes from flak fragments while it was coned in searchlights. Searchlights caught and held Morison's aircraft for more than 10 minutes during the attack on Bochum and flak knocked off the port flap and punched holes in the Perspex windshield. Morison brought the aircraft back to base, but failed in two attempts to land and headed for an emergency field in event of a crash when he brought the heavy bomber down.

But fortune smiled on the crew and the aircraft settled down on the runway with hardly a bump.

Morison, who formerly lived at 11010 – 82nd Street, Edmonton, had just completed training as a welder when he joined the R.C.A.F. in April, 1942. He arrived overseas in June of the following year and was posted to an R.A.F. squadron in April last.

Longest trip he and his crew ever made was to Blainville, just west of Stuttgart, a matter of eight hours for the journey.

* * * * *

MORITZ, Sergeant Frederick Joseph (R79681, later J16422)) - **Distinguished Flying Medal** - No.420 Squadron - Award effective 4 August 1942 as per **London Gazette** dated 7 August 1942 and AFRO 1371/42 dated 28 August 1942. Born 24 September 1919 in Gull Lake, Saskatchewan; home there (undertaker); enlisted in Regina, 6 November 1940 . Attended No.2 Manning Depot, Brandon; to No.1 WS, 6 December 1940; promoted LAC, 8 January 1941; to No.4 BGS, 28 April 1941. Graduated and promoted Sergeant, 26 May 1941. To Embarkation Depot, 27 May 1941; to RAF overseas, 18 June 1941. Promoted Flight Sergeant, 1 June 1942. Commissioned 16 September 1942 (J16422). Medal presented at Buckingham Palace, 10 November 1942. Promoted Flying Officer, 6 March 1943. Promoted Flight Lieutenant, 16 April 1944. Repatriated to Canada, 14 May 1945. To No.2 Air Command, 27 May 1945. To No.9 (Transport) Group, 11 December 1945; to Western Air Command, 14 January 1947; released 18 January 1947. RCAF photo PL-24858 shows him on return to Canada.

One night in June 1942, Sergeant Moritz was the wireless operator air gunner of an aircraft which attacked Emden. During the return flight his aircraft was intercepted by a Junkers 88. In the ensuing engagement, Sergeant Moritz was wounded in the leg while the rear gunner was seriously wounded and stunned. Sergeant Moritz, despite his wound, gave skilful avoiding instructions to his pilot and manning his guns, fired at the enemy aircraft which fell away and was probably destroyed. Sergeant Moritz then administered first aid to the rear gunner before returning to his wireless set which he manned until the aircraft landed safely at base. By his courage and determination Sergeant Moritz contributed materially to the safe return of his aircraft.

Website <http://www.thememoryproject.com/stories/1573:fred-joseph-moritz/> (The Memory Project) provides the following recollections from an interview on 10 October 2010:

At the beginning of my first tour, you had a 20 percent chance of completing 30 trips, which was not too great odds. The only enjoyable part is when you're not flying on operations. On operations, there is tension from the time that you leave the aerodrome [airfield] until you get rid of your bombs at the target, and then you sort of relax after, but not that much. But it's sort of, you're under tension from the time that you leave until the time you arrive back at your aerodrome.

On this particular trip, we were going to Aachen in Germany and the pilot was new, the air gunner was new, and the navigator was inexperienced. On our way back, we were attacked by a Junkers [Ju] 88 [German multi-faceted combat aircraft] and received about 100 to 75 bullet holes in our aircraft. The undercarriage was shot up. Our rear gunner was wounded; I also was wounded. All this attack was made from underneath, so we didn't know what was shooting at us until finally a Junkers 88 come out of our port quarter, so I could see and identify the aircraft, which in turn went out to 1,000 yards and started coming back in. Our guns were harmonized at 400 feet, so when he got within range, I knew where the crew was, everything, and so I had 400 rounds to do my best. Which when I opened up, I killed the pilot and the navigator, which was in what we called the greenhouse [glass canopy-like structure giving the pilot an expansive view]... and they broke off and went down into the water.

I pulled the wounded gunner up between my legs and saw that he was alright; and we preceded home, crash landed, but nobody got hurt and we survived the trip. And for that action, I received the Distinguished Flying Medal.

I don't know if you have any feeling of what I've been telling you, but I tried to

tell you the experience that you face when you're going to a target, when it's a solid wall of flame for about 5,000 feet to 34,000 feet; and that's all flack [anti-aircraft fire]. It just saturates the whole sky. I still have memories of that yet, you know, because the fright is something awful. I can remember tears just coming down my eyes, just hanging on, let's get out of here. Once you got into the target, dropped your bombs, then you felt a lot better. But you still had to face this getting out of this flack area. I spent two weeks recovering and I never did see our tin gunner again. He remained in hospital. Well, they were a great bunch of guys, closer than brothers would be.

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MORONEY, FS Benjamin Henry (R69362, later J18720) - **Distinguished Flying Medal** - No.218 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 13 August 1943 and AFRO 1849/43 dated 10 September 1943. Born 12 August 1918 in Creighton, Ontario; home in Sudbury (policeman); enlisted in North Bay, 3 January 1941 and posted that day to No.1 Manning Depot. To No.1A Manning Depot, 21 January 1941. Returned to No.1 Manning Depot, 16 March 1941; to No.1 Equipment Depot, 10 April 1941; to No.4 WS, 5 July 1941; promoted LAC, 7 August 1941; to No.4 BGS, 23 November 1941; graduated and promoted Sergeant, 22 December 1941. To "Y" Depot, 23 December 1941; to RAF overseas, 7 January 1942 Promoted WO2, 22 December 1942. Commissioned 9 March 1943 (J18720). Promoted Flying Officer, 9 September 1943. Medal presented at Buckingham Palace, 8 February 1944. Repatriated to Canada, 25 March 1944; to No.1 ITS, 6 May 1944; to No.7 EFTS, 19 June 1944; to No.16 Radio School, 4 October 1944; to No.23 EFTS, 20 January 1945; promoted Flight Lieutenant, 9 March 1945; to No.18 SFTS, 31 March 1945. Released 22 September 1945. Returned to police work with OPP after war. DHist file 181.009 D.1509 (RG.24 Vol.20599) has application for Operational Wings dated 15 January 1945 when he was on staff of No.8 OTU in Canada. Lists 30 sorties, 25 June 1942 to 20 April 1943. First two trips were on Wellingtons, but from 8 October 1942 onwards they were on Stirlings.

During many operational sorties against the most heavily defended targets in Germany, Flight Sergeant Moroney has consistently displayed courage and skill of a high order. On one occasion when over the Ruhr Valley his aircraft was damaged by enemy ground defences and the wireless was rendered unserviceable. Whilst still in the target area this airman, coolly ignoring the shells bursting around his aircraft, executed repairs and with the navigator materially assisted in the successful completion of the sortie. Flight Sergeant Moroney's devotion to duty and painstaking care of his equipment has set a splendid example to the other wireless operators in his squadron.

The sortie list was as follows:

25 June 1942 - Bremen (6.40)
10 September 1942 - Dusseldorf (2.10)
8 October 1942 - Gardening (1.20)
11 October 1942 - Gardening, Baltic (7.15)
13 October 1942 - Kiel (1.00)
15 October 1942 - Cologne (3.20)
17 October 1942 - Gardening, Baltic (8.00)
3 November 1942 - Lingen (3.55)
8 November 1942 - Lille (2.00)
9 November 1942 - Gardening, Toulouse (7.30)
10 November 1942 - Gardening, Frisians (4.00)
16 November 1942 - Gardening, Bayonne (9.25)
20 November 1942 - Turin (8.00)
22 November 1942 - Stuttgart (9.20)
28 November 1942 - Turin (6.10)
29 November 1942 - Turin (8.20)
17 December 1942 - target not stated, possible Turin (6.00)
27 January 1943 - Gardening, Baltic (6.45)
13 February 1943 - Lorient (5.40)
14 February 1943 - Cologne (4.00)
16 February 1943 - Lorient (5.00)
19 February 1943 - Wilhelmshaven (4.45)
27 February 1943 - Gardening, Bordeaux (6.15)
1 March 1943 - Berlin (7.55)
22 March 1943 - St. Nazaire (4.00)
6 April 1943 - Gardening, Bordeaux (6.40)
8 April 1943 - Duisburg (5.15)
11 April 1943 - Gardening North Sea (3.00)
16 April 1943 - Mannheim (6.50)
20 April 1943 - Rostock (7.25)
13 May 1943 - Duisburg (3.30)
29 May 1943 - target not clear on sheet (4.10)

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MORRICE, F/L James McDonald (J16091) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in London, Ontario, 16 April 1919; home there; clerk and

office worker from 1936 forward. Enlisted in Ottawa, 22 August 1940. To No.1 ITS, 12 October 1940; graduated and promoted LAC, 15 November 1940; to No.12 EFTS, 15 November 1940; ceased training and posted to No.1 Manning Depot, 17 December 1940; to No.5 AOS, 31 January 1941; graduated 28 April 1941 and posted to No.4 BGS; posted on 7 June 1941 to No.1 ANS; promoted Sergeant, 9 June 1941; graduated from No.1 ANS, 7 July 1941 and posted to Embarkation Depot; to RAF overseas, 6 August 1941. Embarked from Canada, 10 August 1941. Taken on strength of No.3 PRC, 30 August 1941. To No.22 OTU, 16 September 1941. Promoted Flight Sergeant, 9 December 1941. To Station Harwell (No.15 OTU), 11 February 1942. To Almoza, 23 February 1942, apparently ferrying aircraft to North Africa under auspices of No.44 Ferry group. To No.238 Wing, No.205 Group, 10 March 1942. To No.108 Squadron, 20 April 1942. Promoted WO2, 9 June 1942. Commissioned 24 August 1942. To No.22 Personnel Transit Centre, 25 September 1942. To United Kingdom, 15 October 1942. Repatriated to Canada, 11 December 1942. To No.1 Central Navigation School, 21 January 1943. To No.2 AOS, 8 February 1943. Promoted Flying Officer, 24 February 1943. To No.1 ITS, 17 October 1943; to No.15 EFTS, 31 December 1943. To "Y" Depot, 8 May 1944; taken on strength of No.3 PRC, Bournemouth, 25 May 1944 (date of embarkation from Halifax). Arrived in Britain, 2 June 1944. To No.61 Base, 24 June 1944. Attached to Battle School, Dalton, 24 June to 1 July 1944. Attached to No.1664 Conversion Unit, 1 July to 30 August 1944; promoted Flight Lieutenant, 24 August 1944. To No.419 Squadron, 30 August 1944. To No.427 Squadron, 30 October 1944. Repatriated 7 June 1945. Remained in Interim Force (chiefly with Eastern Air Command Communications Flight) but finally discharged 13 March 1947. Medal presented 22 November 1948. Died in Vancouver, 3 July 1981 as per **Legion Magazine** of December 1981. Photo PL-43735 shows F/L J.D. Morrice, DFC (navigator) on left, W/C V.F. Ganderton (centre) and F/L D.B. Ross, DFC (RAF air gunner). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1729 (RG.24 Vol.20607) has recommendation dated 19 November 1944 when he had flown 48 sorties (300 hours 25 minutes), 2 June to 29 August 1942 (North Africa, 34 trips, 250 hours) and 19 September to 18 November 1944 (ten trips, 56 hours 25 minutes).

This Navigator has completed one operational tour and ten operational bombing attacks on his second tour. His work at all times has been outstanding and he has shown a high degree of courage, skill and initiative, setting a splendid example to his crew.

The sortie list was as follows:

- 2 June 1942 - Derna (6.20)
- 3 June 1942 - Tmimi (5.50)
- 7 June 1942 - Martuba (5.50)
- 8 June 1942 - Heraklion (6.25)

10 June 1942 - Kastellt Pediada (5.40)
14 June 1942 - Benghazi (7.30)
18 June 1942 - Benghazi (8.20)
20 June 1942 - Tmimi (6.20)
22 June 1942 - Tmimi (6.05)
24 June 1942 - Benhazi (7.20)
25 June 1942 - Battle Area (3.25)
26 June 1942 - Battle Area (2.10)
27 June 1942 - Kabrit (5.50)
28 June 1942 - Kabrit Battle area (5.40)
1 July 1942 - Kabrit Battle area (4.50)
3 July 1942 - Kabrit Battle Area (5.00)
6 July 1942 - Kabrit Battle Area (4.45)
10 July 1942 - Tobruk (8.55)
13 July 1942 - Tobruk (8.00)
15 July 1942 - Tobruk (8.30)
17 July 1942 - Tobruk (8.30)
19 July 1942 - Tobruk (9.40)
22 July 1942 - Tobruk (8.00)
27 July 1942 - Kabrit Battle Area (30 minutes, duty not carried out)
28 July 1942 - Tobruk (7.45)
30 July 1942 - Tobruk (8.00)
1 August 1942 - Tobruk (8.05)
4 August 1942 - Tobruk (8.10)
6 August 1942 - Tobruk (8.10)
8 August 1942 - LG.20 (4.30)
11 August 1942 - Tobruk (8.20)
24 August 1942 - Battle Area (2.40)
25 August 1942 - LG.20 (4.20)
27 August 1942 - Battle Area (2.30)
29 August 1942 - Battle Area (2.50)
* * * * *

19 September 1944 - Walcheren (2.25, recalled)
20 September 1944 - Calais (3.30)
25 September 1944 - Calais (4.35)
26 September 1944 - Calais (4.25)
27 September 1944 - Duisburg (5.45)
28 September 1944 - Cap Gris Nez (4.45)
4 October 1944 - Bergen (7.05)
6 October 1944 - Dortmund (6.40)

4 November 1944 - Bochum (5.45)
16 November 1944 - Julich (5.25)
18 November 1944 - Munster (6.00)

Notes: Tour with No.108 Squadron (Wellingtons) was 36 or 38 sorties (249 hours 40 minutes). Application for Operational Wing dated 17 August 1943 gave 36 sorties and 250 hours, sorties from 23 February to 9 September 1942.

Second tour reported variously but seems to be 18 sorties (77 hours 45 minutes).

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MORRIS, FS Allan Wilson (R54068, later J19691) - **Distinguished Flying Medal** - No.50 Squadron - Award effective 11 November 1942 as per **London Gazette** dated 24 November 1942 and AFRO 1962/42 dated 4 December 1942. Born in Windsor, Ontario, 16 November 1919; home in Merrickville, Ontario (student); enlisted in Ottawa, 22 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 15 August 1940; posted 17 August 1940 to No.7 EFTS; to No.1 SFTS, 1 November 1940; ceased training, 22 January 1941 and posted to No.1 Manning Depot; to No.5 AOS, 29 March 1941; to No.5 BGS, 22 June 1941; to No.1 ANS, 5 August 1941; graduated and promoted Sergeant, 4 September 1941; posted on 16 September 1941 to Embarkation Depot but then on 1 October 1941 to No.31 OTU. To Embarkation Depot again, 3 October 1941 (which may be an error); to RAF overseas, 7 November 1941. Promoted Flight Sergeant, 4 February 1942. Promoted WO2, 4 August 1942. Promoted WO1, 4 February 1943. Commissioned 26 January 1944 (J19691). Promoted Flight Lieutenant, 26 July 1944. Repatriated 9 March 1945. Retired 18 April 1945. Medal presented at Buckingham Palace, 3 March 1943. Photo PL-24095 taken after investiture

This airman has taken part in many operational sorties. It is largely through his skill as navigator that the crew has been able to achieve so many successes. Flight Sergeant Morris participated in the daylight raids on Le Creusot and Milan together, and a very successful night raid on Genoa. He has set a very high standard among the navigators in the squadron, and at all times has shown the greatest devotion to duty.

RCAF Press Release No. 8252 dated 15 January 1945 from: F/O George Sinclair reads:

WITH RCAF IN BRITAIN: -- Over Germany's hottest bombing targets, comedy sometimes mixes with grim tragedy. In a Lancaster fighting for its life in violent evasive action over Duisburg, a flight engineer felt warm liquid trickling down his neck. He screamed that he was wounded, only to find that the blood was really

warm coffee from a flask which had been smashed against the roof. Navigator of the Lancaster, Flying Officer A.W. Morris, DFM, Merrickville, Ontario, is now at an RCAF repatriation depot on his way home.

While still a pupil at an Operational Training Unit, Morris flew on the RAF's first two 1,000-bomber raids against Cologne and the Ruhr. His front gunner was awarded a DFM for shooting down a fighter in each attack. To do more accurate bombing during an attack on Milan, Morris's bomber descended below a very low cloud layer and was raked by deadly anti-aircraft fire. Even more height was lost in evasive action and the damaged aircraft finally loosed its bombs from just above roof-top level. On the homeward flight, Morris was forced to navigate the bomber through Alpine passes, rather than take the machine up to a safe height, and fly over the mountains, because the rear-gunner was so injured in the face that he could not wear an oxygen mask. With the rear-gunner dead and over 70 holes spattered over the fuselage, the bomber reached England safely.

F/O Morris flew with the RCAF Iroquois Squadron. After three and a half years overseas, he hopes to return to college upon leaving the service.

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MORRIS, F/L Anthony Edward Lloyd (J36951) - **Distinguished Flying Cross** - No.223 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 7 October 1920 in Moncton, New Brunswick; home in Long Beach, or Laguna Beach, California (BA, University of California); enlisted in Vancouver, 12 October 1942 and posted to No.3 Manning Depot. To No.7 FTS guard, 26 November 1942. To No.4 ITS, 20 February 1943; 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 commissioned, 15 October 1943. To No.1 General Reconnaissance School, 22 October 1942. To No.5 Manning Depot, 22 January 1944. To No.111 OTU, 4 February 1944. Promoted Flying Officer, 15 April 1944. To No.31 Personnel Depot, Moncton, 26 May 1944. To United Kingdom, 2 June 1944. Promoted Flight Lieutenant, date uncertain. Repatriated, 8 June 1945. To Western Air Command, 20 June 1945. Released 21 August 1945. Died in Culver City, Los Angeles County, 25 June 2005. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8749 has recommendation dated 13 April 1945 when he had flown 33 sorties (215 hours), 28 September 1944 to 10 April 1945. First sortie flown on Fortress aircraft; all others in Liberators. Navigator dangerously wounded by flak on 15 October 1944.

28 September 1944 - Friesland (3.00)

2 October 1944 - Patrol, Dutch Coast (5.55)
6 October 1944 - Patrol, Dutch Coast (5.35)
15 October 1944 - Patrol, Dutch Coast (1.40)
23 October 1944 - WINDOW, Mainz (5.20)
31 October 1944 - WINDOW, Mainz (5.05)
4 November 1944 - WINDOW, Hanover (3.40)
15 November 1944 - WINDOW, Koblenz (4.35)
23 November 1944 - WINDOW, Cologne (4.35)
25 November 1944 - WINDOW, Frankfurt (6.35)
26 November 1944 - WINDOW, Karlsruhe (8.00)
28 November 1944 - WINDOW, Wesel (3.50)
30 November 1944 - WINDOW, Krefeld (3.55)
5 December 1944 - WINDOW, Rheine (5.20)
12 December 1944 - Bombing, Essen (5.10)
17 December 1944 - Bombing, Munich (9.05)
28 December 1944 - WINDOW, Mainz (7.00)
30 December 1944 - Bombing, Cologne (5.20)
1 January 1945 - WINDOW, Harburg (3.45)
2 January 1945 - WINDOW, Giessen (5.20)
6 January 1945 - WINDOW, Cologne (5.15)
14 January 1945 - WINDOW, Frankfurt (7.15)
16 January 1945 - WINDOW, Kiel (4.35)
20 January 1945 - WINDOW, Bonn (4.30)
9 February 1945 - WINDOW, Munchen/Gladbach (4.35)
13 February 1945 - WINDOW, Bonn (4.40)
14 February 1945 - WINDOW, Mainz (5.00)
20 February 1945 - Bombing, Reisholz (6.15)
22 February 1945 - WINDOW, Munchen/Gladbach (6.30)
24 February 1945 - WINDOW, Neuss (5.10)
28 February 1945 - WINDOW, Lake Constance (7.05)
3 March 1945 - JOSTLE, Kamen (7.15)
7 March 1945 - WINDOW, Southern Patrol (6.15)
20 March 1945 - WINDOW, Kassel (7.10)
21 March 1945 - WINDOW, Southern Patrol (5.15)
23 March 1945 - WINDOW, Wesel (5.40)
2 April 1945 - WINDOW, Hamburg (4.45)
7 April 1945 - Bombing, Molbis (6.35)
10 April 1945 - WINDOW, Dessau (8.30)

Flight Lieutenant Morris, a captain of heavy aircraft, has successfully completed a

tour of 33 sorties with this squadron on Bomber Support duties. This officer has shown initiative and a fine operational spirit throughout his present tour. He has welded together a fine crew and has led them against determined opposition with complete confidence. Flight Lieutenant Morris, on a recent occasion, successfully completed a deep penetration into enemy territory despite the loss of one engine. The successful completion of this operational flight was due to the initiative and skilful airmanship of the officer. Up to the present time he has flown 215 hours on operations with the squadron. By his tenacity and courage in the face of the enemy this officer has set an outstanding example to his crew and to the squadron, which full merits the award of the Distinguished Flying Cross.

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MORRIS, FS (now P/O) Arthur John (R58826, later J10949) - **Air Force Medal** - No.12 SFTS - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Blackburn or Bathgate, Scotland, 29 March 1919; to Canada at age of two. Educated at Kelvin High School and at Angus Business College, Winnipeg and was an elevator operator in a building for three years. He was taking flying lessons at Winnipeg Flying Club in 1939. Enlisted in Winnipeg, 9 May 1940 and posted to No.1 Manning Depot, Toronto. To No. 1 ITS, 27 May 1940; to No.2 EFTS, Fort William, 21 June 1940 (promoted LAC 24 June 1940); to No.1 SFTS, Camp Borden, 18 August 1940; graded pilot and promoted Sergeant, 26 November 1940; to Station Trenton on 27 November 1940. To No.4 BGS, Fingal, 27 December 1940, but posting cancelled and retained at Trenton until 20 January 1941 when posted to No.6 SFTS, Dunnville. Instructed there until posted again to Central Flying School, Trenton, 18 September 1941. To No.12 SFTS, Brandon, 21 November 1941. Promoted Flight Sergeant, 1 December 1941. Described on 8 January 1942 as "An exceptionally good type of NCO whose work and deportment is highly satisfactory." Commissioned 31 March 1942. Promoted Flying Officer, 1 October 1942. Posted away from Brandon on 31 October 1942; to "Y" Depot, 1 November 1942; to RAF Trainee Pool, 19 November 1942; arrived in United Kingdom, 6 December 1942. To No.55 OTU, 26 January 1943. Slightly injured, 13 February 1943 when engine failed on Hurricane W7074 and he had to make a forced landing; no blame attached to him as the engine was in very poor shape. To No.164 Squadron, 30 March 1943. To No.402 Squadron, 16 April 1943. Medal presented at Buckingham Palace, 6 July 1943. Killed in flying accident, 21 March 1944 (Spitfire AA880, No.402 Squadron, collided with another aircraft piloted by F/O Sherk while taking off on flight to Digby; started a turn apparently thinking Sherk was in line astern rather than echelon). Buried in Britain.

This NCO has shown himself to be energetic and capable and his hard work and interest in his job have contributed materially to the success of the operations

carried out at this unit. He has flown 966 hours 55 minutes day and 85 hours 10 minutes night on instructional flying between March 1941 and February 1942. He is cheerful and willing, giving his best at all times.

He was originally recommended for the AFM on 6 November 1941 by S/L E.A. Boadway, No.1 Squadron, No.6 SFTS, who wrote:

For devotion to duty whilst flying. This Non-Commissioned Officer has over a period of ten months given many extra hours of considered instruction to his and other Instructors' pupils. His unobtrusive assumption of the duties of others in need of assistance has aided materially in maintaining the standard of instruction and the scheduled graduation of courses at this Station.

Further, during a forced landing from a low altitude, his coolness and skill under stress prevented damaged to one of His Majesty's aircraft and possible injury to his student.

This was supported (10 November 1941) by the Wing Commander at No.6 SFTS. However, on 19 December 1941 Air Commodore Brookes wrote:

Concur above remarks but suggest no action at present. See letter C.134 (AOC) dated 19 December 1941.

The letter noted is not on file but other correspondence suggests the award was held up pending decision on a commission for him. On 1 March 1942 he was again recommended for an AFM, this time by No.12 SFTS. Wording much as in final citation; it cleared No.12 SFTS on the day it was drafted, was supported by Air Commodore Shearer (No.2 Training Command) on 2 May 1942; and subsequently endorsed by Air Marshal Breadner (no date on form).

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MORRIS, P/O George Herbert (J86481) - **Distinguished Flying Cross** - No.578 Squadron - Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 2 May 1920 in Kilarney, Manitoba. Home in Waskada, Manitoba; enlisted in Winnipeg, 13 November 1941. To No.2 Manning Depot, 10 December 1941. To No.5 Personnel Holding Unit, 31 January 1942. To No.12 SFTS guard), 13 February 1942. To No.2 ITS, 28 March 1942; graduated and promoted LAC, 20 June 1942 but not posted to No.3 AOS until 1 August 1942; graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, Halifax, 9 December 1942; to RAF overseas, 10 December 1942. Promoted Flight Sergeant, 20 May 1943. Commissioned 25 April 1944. Promoted Flying Officer, 25

October 1944. Repatriated 17 June 1945. To No.8 OTU, 18 June 1945. To Greenwood, 31 July 1945. Released 23 September 1945. Medal presented 9 April 1949. Shown in RCAF photo PL-28970 (ex UK-9910 dated 2 May 1944). 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 17 July 1944 when he had flown 37 sorties (181 hours 15 minutes), 20 January to 6 July 1944. The sortie list is identical to that of W.G. Ingleby indicating that they were in the same crew.

* daylight sortie

20 January 1944 - Berlin (7.30)
21 January 1944 - Magdeburg (6.15)
28 January 1944 - Berlin (7.47)
30 January 1944 - Berlin (7.02)
15 February 1944 - Berlin (6.48)
19 February 1944 - Leipzig (6.57)
7 March 1944 - Le Mans (4.44)
13 March 1944 - Le Mans (5.21)
15 March 1944 - Stuttgart (8.08)
18 March 1944 - Frankfurt (5.31)
22 March 1944 - Frankfurt (5.57)
24 March 1944 - Berlin (7.19)
26 March 1944 - Essen (4.36)
9 April 1944 - Lille (4.16)
10 April 1944 - Tergnier (4.58)
18 April 1944 - Tergnier (4.18)
20 April 1944 - Ottignes (3.56)
22 April 1944 - Dusseldorf (4.36)
26 April 1944 - Villeneuve (5.04)
10 May 1944 - Lens (3.38)
11 May 1944 - Trouville (3.38)
24 May 1944 - Boulogne (3.15)
27 May 1944 - Bourg Leopold (3.48)
31 May 1944 - Trappes (5.41)
2 June 1944 - Haringzelles (2.59)
4 June 1944 - Boulogne (3.26)
5 June 1944 - Mont Fleury (4.24)
15 June 1944 - Fouillard (5.17)
17 June 1944 - St.Martin l'Hortier (3.54)

22 June 1944 - Siracourt (3.52)*
24 June 1944 - Le Grand Rossignol (3.39)*
27 June 1944 - Marquise Mimoyecques (3.47)*
28 June 1944 - Wizernes (3.00)*
30 June 1944 - Villers Bocage (4.40)*
1 July 1944 - Oisemont (3.37)*
5 July 1944 - St.Martin l'Hortier (3.57)*
6 July 1944 - Croixdale (3.40)*

Pilot Officer Morris has completed 37 sorties totalling 181.15 hours, taking part as Navigator in many attacks in such heavily defended areas as Berlin (five times), Leipzig, Frankfurt, Essen and Dusseldorf.

This quietly spoken Canadian has accomplished with outstanding success a large number of navigational tasks over long and difficult routes in the face of the most difficult weather conditions, and despite the severest cold of the winter period.

He has the ability to isolate his mind from all outside distractions, concentrating intensely upon his work, calculating with speedy accuracy and plotting with consistent care the aircraft's progress during the sortie.

His confident and cheerful manner contributed a vital part towards the high morale of his crew who owe much of their success to Pilot Officer Morris' superb work. It is strongly recommended that he should receive the award of the Distinguished Flying Cross.

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MORRIS, F/O Jerrold Arthur (J7459) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 26 December 1942 as per **London Gazette** dated 29 December 1942 and AFRO 232/43 dated 12 February 1943. Born in London, Ontario, 22 January 1911; home there; enlisted in Halifax, 8 November 1940. To No.2 Manning Depot, 17 December 1940. To No.3 ITS, 23 March 1941; graduated and promoted LAC, 21 April 1941; posted that date to No.12 EFTS; to No.1 SFTS, 3 July 1941; graduated and commissioned 13 September 1941. To Embarkation Depot, 14 September 1941; to RAF overseas, 28 September 1941. Promoted Flying Officer, 13 September 1942. Promoted Flight Lieutenant, 13 April 1943. Repatriated to Canada, 21 December 1944; to Western Air Command, 31 December 1944. Released 20 August 1945. Re-engaged as a pilot in the Auxiliary, Vancouver, 28 November 1952 to 1954. Postwar art curator; author of **Artists and Airmen**; died in Toronto, 10 June 1984.

This officer has participated in many operational sorties and has never failed to complete his mission. On one occasion all the petrol in the starboard tanks of his aircraft leaked away but by his skilful airmanship he flew the aircraft safely back to England. On another occasion, while attacking Bremen, his aircraft was heavily engaged by the enemy ground defences and seriously damaged. Despite this, Flying Officer Morris flew it back safely and crash landed without further injury to his aircraft or crew. This officer's tenacity, courage and determination in the face of the enemy have been of the highest order.

MORRIS, S/L Jerrold Arthur, DFC (J7459) - **Bar to Distinguished Flying Cross** - No.434 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945.

Squadron Leader Morris has proved himself to be a courageous captain of aircraft and an outstanding flight commander throughout his second tour of operations. He has completed many further sorties and has always continued to press home his attacks with a determination and devotion to duty which have set a magnificent example to all.

DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation by W/C A.P, Blackburn dated 17 November 1944 when he had flown 24 sorties (122 hours 55 minutes) on a second tour lasting 4 July to 4 November 1944. Submission and sortie list as follows:

4 July 1944 - Villeneuve St. George (6.00, second pilot)
9 July 1944 - Ardouvall (4.45)
12 July 1944 - Acquet (4.30)
18 July 1944 - Caen (4.30)
19 July 1944 - Wesseling (5.45)
21 July 1944 - Fernie de Grand Bois (3.55)
23 July 1944 - St. Nazaire (6.20)
3 August 1944 - Hazebrouck (4.05)
4 August 1944 - Bois de Cassan (4.00)
5 August 1944 - St. Leu d'Esserent (5.20)
7 August 1944 - Caen (4.10)
8 August 1944 - Chantilly (4.35)
12 August 1944 - La Breteque (5.05)
14 August 1944 - Aisy (4.15)
16 August 1944 - Kiel (4.55)
18 August 1944 - Le Havre (3.55)

31 August 1944 - Ile de Cezembre (5.10)
11 September 1944 - Gardening, Kiel Bay (5.40)
13 September 1944 - sea search (4.30)
14 September 1944 - operations, recalled (3.20)
15 September 1944 - Kiel (5.40)
25 September 1944 - Calais (3.50)
4 October 1944 - Bergen (6.25)
25 October 1944 - Homberg (5.20)
1 November 1944 - Oberhausen (5.50)
4 November 1944 - Bochum (5.30)

This officer has completed his second tour of operations, making a total of 56 sorties, many of which were attacks against heavily defended German targets. Throughout his second tour, Squadron Leader Morris has continued to press home the attack with a fearlessness and devotion to duty which have been an inspiration to all. As Flight Commander he has proven a tower of strength to the squadron, through his skill and gallantry gaining the respect of all those under him. His fine offensive spirit is worthy of emulation by all members of the squadron. I recommend the award of the Bar to the Distinguished Flying Cross.

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MORRIS, P/O John William (J89342) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 19 August 1923 in Walkerville, Ontario; home in Windsor; enlisted there 3 September 1942. To No.5 Manning Depot, 25 November 1942. To Mountain View, 2 January 1943. To No.6 ITS, 30 March 1943; posted to No.2 Air Gunner Ground Training School, 11 June 1943; promoted LAC and posted to No.3 BGS on 24 July 1943; graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, Halifax, 17 September 1943; to No.3 Personnel Reception centre, Bournemouth, 8 October 1943. Commissioned 29 August 1944. Repatriated 8 February 1945. To No.1 Air Command, 13 February 1945. Promoted Flying Officer, 29 February 1945. To No.16 SFTS, 11 April 1945. To No.4 Release centre, 22 April 1945. Released 26 April 1945. Medal presented 14 June 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 23 October 1944 when he had flown 34 trips (162 hours 23 minutes), 5 June to 14 October 1944.

Pilot Officer Morris has completed a tour of operations with 424 Squadron and on many of these trips he has flown as spare gunner. During his period with the

squadron this officer has shown great determination and forcefulness in performing the duties required. His singular aptitude as an air gunner has resulted in the success of many operational trips. The majority of these trips were over heavily defended areas and it was frequently due to his watchfulness that enemy fighters were driven off during their attacks. His work on the ground and in the gunnery section has been of an exceptionally high standard with such a keen sense of responsibility and co-operation that he has set a very high standard for other air gunners.

The sortie list was as follows:

5 June 1944 - Houlgate (5.00)
6 June 1944 - Conde-sur-Noireau (6.00)
8 June 1944 - Mayenne (5.25)
16 June 1944 - Sautrecourt (4.25)
21 June 1944 - Oisemont (4.45)
25 June 1944 - Gorenflos (4.25)
4 July 1944 - Villeneuve St. George (5.40)
6 July 1944 - Siracourt (4.15)
9 July 1944 - Ardouval (5.05)
18 July 1944 - Caen (4.20)
18 July 1944 - Wesseling (5.15)
20 July 1944 - Anderbeck (3.20)
24 July 1944 - L'Hey (3.00)
25 July 1944 - Stuttgart (9.50)
30 July 1944 - Villers Bocage (4.10)
1 August 1944 - L'Hey (4.35)
3 August 1944 - Foret de Nieppe (3.55)
12 August 1944 - Brunswick (5.50)
14 August 1944 - Aiming Point 28 (4.53)
15 August 1944 - Melsbroeck (3.55)
16 August 1944 - Kiel (5.15)
18 August 1944 - Westrove (3.50)
26 August 1944 - Brest, Aiming Point 155 (5.55)
27 August 1944 - Mimoucoues (3.30)
28 August 1944 - Brest (4.30)
6 September 1944 - Emden (4.30)
11 September 1944 - Le Havre (4.30)
20 September 1944 - Calais (5.05)
23 September 1944 - Domburg (3.25)

25 September 1944 - Calais (4.15)
27 September 1944 - Sterkrade (4.52)
28 September 1944 - Cap Gris Nez (2.20)
6 October 1944 - Bochum (6.36)
14 October 1944 - Duisburg (6.07)

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MORRIS, Corporal Robert Roy (R84976) - **Mention in Despatches** - Skipton-on-Swale - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 23 November 1919. Home in Durham Bridge, York County, New Brunswick; enlisted in Moncton, 28 March 1941 and posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 7 May 1941; trained as electrician. Promoted AC1, 27 September 1941. To No.2 Air Navigation School, 1 October 1941; promoted LAC, 27 October 1941; to No.1 Central Navigation School, 25 May 1942; to No.17 SFTS, 8 March 1943; to "Y" Depot, Halifax, 23 July 1943; to Britain, 12 September 1943. Promoted Corporal, 15 November 1943. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. Released 12 September 1945. Died in Brampton, Ontario, 1989 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March 1990. No citation in AFRO; DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ when he had served 30 months in Canada, 16 months overseas.

This NCO has been in charge of the electricians in a hangar in Repair and Inspection Squadron which is at some distance from the Repair and Inspection Squadron Headquarters. As a result this Corporal has had less than usual amount of supervision but because of his attention to duty, ability to maintain liaison with other trades, and organization of his men, the electrical work in this hangar has always been carried out quickly and efficiently and has been of a high technical standard.

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MORRIS, P/O Stanley Earle (J92054) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 20 July 1922 in Toronto; home there (student); enlisted there 13 August 1942. To No.1 Manning Depot, 27 September 1942. To No.9 SFTS (guard), 23 October 1942. To No.1 ITS, 20 February 1943; graduated and promoted LAC, 30 April 1943 but not posted to No.1 BGS until 29 May 1943; to No.1 AOS, 21 August 1943; graduated and promoted Sergeant, 1 October 1943. To "Y" Depot, Halifax, 15 October 1943; to No.3 Personnel Reception Centre, Bournemouth, 21 October 1943. Commissioned 5 October 1944. Repatriated 15 January 1945. Released 12 March 1945. Medal presented in Toronto, 30 January 1949. Recommended 22

December 1944 when he had flown 31 trips (166 hours 20 minutes) and an NCO (was recommended then for a DFM). Died in Windsor, Ontario, 22 May 2002.

Throughout his operational career this officer has shown skill, initiative and determination of a high order. He has participated in many sorties against a wide range of targets. On one occasion in November 1944, during an attack against the heavily defended city of Dusseldorf, his aircraft was severely damaged by enemy fighters. Pilot Officer Morris helped to extinguish fires in the aircraft and in addition he discovered and repaired a fault in the tail of the aircraft which was causing a great loss of control. By his great resourcefulness and skill he was largely instrumental in ensuring the safe return of the aircraft.

The text of the original recommendation by W/C F.W. Ball (found in DHH file 181.009 D.1510, Library and Archives RG.24 Vol.20600) read as follows:

On the night of November 2nd, while attacking the heavily defended city of Dusseldorf, Flight Sergeant Morris' aircraft was very badly damaged by enemy aircraft. In addition to helping extinguish fires in the aircraft, Flight Sergeant Morris, the bomb aimer, made his way back to the tail of the aircraft to investigate the reason for the continued dive which the pilot could not control. By quick thinking he repaired the damage and saved the aircraft from crashing. This action is typical of the consistent coolness and indefatigable resource he has shown throughout his tour, and certainly resulted in the saving of both the aircraft and the lives of his crew. It is strongly recommended that he be awarded the Distinguished Flying Medal (Immediate).

Note: In crew of Halifax NA582, 10/11 September 1944, target Le Havre. Aircraft hit by flak but returned to base safely, no injuries. Crew were as follows: Pilot - P/O F. M .Forbes RCAF (J86509); Flight Engineer - Sgt R A Afford RAF (1867640); Navigator - P/O James Kay Fernie RCAF (J35761), of Toronto, Ontario, Canada; Bomb Aimer - Sgt Stanley Earle Morris RCAF (R184868), of Toronto, Ontario, Canada; Wireless Operator/Air Gunner - F/Sgt D A Vitarelli RCAF (R136141), of Peterborough, Ontario, Canada; Mid Upper Gunner - Sgt C Lovie RCAF (R186485); Rear Gunner - Sgt John Caldwell Johnstone Scarf, RCAF (R200775, later J90970), Fort Erie, Ontario, Canada; Dorsal Gunner - Sgt Richard Cecil Morrison RCAF (R121748), of Beverly, Alberta. Canada).

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MORRIS, F/O Walter Edward Charles (J19176) - **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 22 February 1922 in Winnipeg; home there (clerk); enlisted there 10 March 1941 and posted to No.2 Manning Depot. To No.1 ANS (guard), 10 April 1941. To No.2 ITS, 8 June 1941; graduated and promoted LAC, 27 July 1941 when posted to No.14 EFTS; ceased training and posted to Trenton, 19 August 1941; to No.3 AOS, 11 October 1941; graduated 17 January 1942 when posted to No.2 BGS; graduated and promoted Sergeant, 28 February 1942; posted that date to No.1 ANS; graduated 3 April 1942. To "Y" Depot, Halifax, 4 April 1942; to RAF overseas, 30 April 1943. Promoted Flight Sergeant, 28 August 1942. Promoted WO2, 28 February 1943. Promoted WO1, 28 August 1943. Commissioned 11 October 1943. Repatriated 23 July 1945. Released 17 September 1945. Served in RCAF with No.414 (Photo) Squadron, 1 August 1946 to 8 May 1947. Medal presented 18 May 1946. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 31 March 1945 when he had completed 32 trips (189 hours 45 minutes) in two tours - the first of 21 sorties (116 hours ten minutes) from 6 December 1942 to 25 April 1943 and the second of eleven sorties (73 hours 35 minutes) from 18 December 1944 to 15 March 1945.

Flying Officer Morris is an accurate and determined Air Bomber who has operated against the enemy with consistent success. He has participated in many sorties against a wide range of targets deep into Germany and occupied territory during his operational career. At all times he has maintained a high standard of skill and cool courage, often in the face of strong enemy opposition. In addition to his splendid work in the air, Flying Officer Morris' determined efforts on the ground as Bombing Leader have helped to steadily improve the bombing accuracy of the whole squadron. This officer's keenness for operational flying is most commendable.

The sortie list was as follows:

6 December 1942 - Mannheim (6.30)
3 February 1943 - Hamburg (5.50)
5 February 1943 - Gardening, Frisians (3.40)
7 February 1943 - Lorient (2.00, duty not carried out)
14 February 1943 - Cologne (4.10)
16 February 1943 - Lorient (4.45)
25 February 1943 - Nuremberg (4.00 - this seems very low for the target)
26 February 1943 - Cologne (4.30)
28 February 1943 - St. Nazaire (6.00)
1 March 1943 - Berlin (7.15)
9 March 1943 - Munich (7.55)

10 March 1943 - Gardening, Gironde (6.40)
22 March 1943 - St, Nazaire (3.40, duty not carried out)
27 March 1943 - Berlin (7.15)
29 March 1943 - Berlin (8.00)
8 April 1943 - Duisburg (3.40)
10 April 1943 - Frankfurt (5.50)
14 April 1943 - Stuttgart (6.25)
16 April 1943 - Mannheim (6.15)
20 April 1943 - Rostock (7.50)
25 April 1943 - Duisburg (4.00)
Total of 21 sorties (116 hours ten minutes) on first tour.

18 December 1944 - Duisburg (6.20)
26 December 1944 - St. Vith (6.55)
28 December 1944 - Opladen (6.05)
29 December 1944 - Oberlar (7.00)
30 December 1944 - Cologne (6.55)
2 January 1945 - Ludwigshaven (7.45)
1 February 1945 - Ludwigshaven (7.35)
7 February 1945 - Goch (6.50)
23 February 1945 - Essen (5.55)
24 February 1945 - Kamen (6.15)
15 March 1945 - Castrop Rauxel (6.00)
Total of eleven sorties (73 hours 15 minutes) on second tour.

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MORRISON, FS (now P/O) Alfred Harold (R25702/J90581) - **Distinguished Flying Medal** - No.425 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 15 August 1924 in Regina; home in Vancouver; enlisted there 5 April 1943. To No.4 Wireless School, 27 June 1943. To No.2 Air Gunner Ground Training School, 20 August 1943; to No. 3 BGS, 5 October 1943 (graduated 12 November 1943). To "Y" Depot, Halifax, 21 November 1943; to No.3 Personnel Reception Centre, Bournemouth, 20 January 1944. Commissioned 1 October 1944. Repatriated 23 November 1944; to Western Air Command, 16 January 1945; to Sea Island, 17 January 1945; promoted Flying Officer, 1 April 1945; to No.5 OTU, 4 June 1945; to No.9 Release Centre, 30 August 1945; released 4 September 1945. Medal presented 1 July 1947. No citation other than that he has "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1730 (PAC RG.24 Vol.20607) has recommendation dated 16 October 1944 when he had completed 35 sorties (162 hours 35 minutes): incident described was his second sortie; see also DFM award to FS L.E. McLean:

This non-commissioned officer has taken part in numerous operational sorties against heavily defended targets such as Wesseling, Hamburg, Kiel, Osnabruck and Bottrop.

On the night of June 16th, 1944, returning from a successful attack on Sautrecourt, France, this airman, as mid-upper gunner, sighted a Me.109 on port beam which fell back only to re-appear dead astern. As it closed in to attack, another Me.109 was sighted by the rear gunner at starboard quarter level. Flight Sergeant Morrison could not bring his guns to bear but managed to fire two bursts while the bomber started climbing and observed traces ricocheting. The enemy aircraft broke away and got out of sight immediately.

His coolness and skill contributed much to the safe return of his aircraft. Throughout all his operations, he has shown a fine fighting spirit and has always displayed keenness and courage.

The sortie list was as follows:

14 June 1944 - St.Pol (3.45)
16 June 1944 - Sautrecourt (4.25)
17 June 1944 - Oisemont-Neuville (4.25)
21 June 1944 - St. Martin (4.45)
23 June 1944 - Bientques (4.50)
24 June 1944 - Bemieres (4.00)
27 June 1944 - Foret d' Eawy (4.20)
3 July 1944 - Biennais (4.15)
5 July 1944 - Biennais (4.10)
17 July 1944 - Caen A.1 (4.50)
18 July 1944 - Wesseling (5.30)
20 July 1944 - Ferme de Forestel (4.35)
24 July 1944 - Ferfay (3.55)
28 July 1944 - Hamburg (6.10)
30 July 1944 - Amaye-sur-Seulles (4.25)
3 August 1944 - Foret de Nieppe (4.25)
4 August 1944 - Bois de Casson (4.50)
5 August 1944 - St.Leu d'Esserent (5.35)
7 August 1944 - La Hogue (4.40)
8 August 1944 - Foret de Chantilly (5.20)
9 August 1944 - Foret de Nieppe (3.45)

12 August 1944 - Foret de Montrichard (5.20)
13 August 1944 - Falaise (4.05)
16 August 1944 - Kiel (5.35)
25 August 1944 - Brest Cornouailles (5.05)
27 August 1944 - Marquise Mimoyecques (3.50)
28 August 1944 - Ile de Cezembre (4.25)
31 August 1944 - Ile de Cezembre (4.15)
13 September 1944 - Osnabruck (4.30)
15 September 1944 - Kiel (6.20)
17 September 1944 - Boulogne (5.15)
25 September 1944 - Calais (4.10)
26 September 1944 - Calais (3.55)
27 September 1944 - Bottrop (5.30)
28 September 1944 - Cap Gris Nez (3.45)

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MORRISON, P/O Clifford Byron (J89790) - **Distinguished Flying Cross** - No.640 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 1 June 1922 in Regina; home in Vancouver (deckhand, former member of Royal Canadian Artillery); enlisted there 21 April 1942 and posted to No.3 Manning Depot. To No.4 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942 but not posted to No.5 EFTS until 24 October 1942; ceased training 20 December 1942 when posted to Trenton; to No.7 BGS, 19 February 1943; graduated 14 May 1943 and posted next day to No.7 AOS; promoted Sergeant, 25 June 1943; to No.1 BGS, 10 July 1943; to "Y" Depot, 20 August 1943; to Britain, 28 August 1943. Commissioned 7 September 1944. Repatriated 28 February 1945. Promoted Flying Officer, 7 March 1945. To Western Air Command, 13 March 1945. To No.5 OTU, 17 April 1945, serving there to 13 September 1945. Released 15 September 1945. Medal presented in Vancouver, 22 October 1949. Died in Burnaby, British Columbia, September 2006. 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 14 December 1944 when he had flown 29 sorties (136 hours 41 minutes), 6 August to 28 November 1944.

6 August 1944 - Foret de Nieppe (3.13)
7 August 1944 - Battle area (4.55)
9 August 1944 - Les Catellieres (3.35)
10 August 1944 - Dijon (7.01)
11 August 1944 - Etaples (4.01)
15 August 1944 - Eindhoven (4.06)

16 August 1944 - Kiel (5.04)
18 August 1944 - Sterkrade (4.38)
24 August 1944 - Brest (5.04)
9 September 1944 - Le Havre (4.27), Recalled
11 September 1944 - Cadillac (4.23)
12 September 1944 - Munster (4.37)
17 September 1944 - Boulogne (3.51)
25 September 1944 - Calais (4.01)
27 September 1944 - Calais (3.34)
30 September 1944 - Bottrop (4.37)
6 October 1944 - Sterkrade (4.36)
7 October 1944 - Cleve (4.20)
14 October 1944 - Duisburg (5.37)
15 October 1944 - Wilhelmshaven (3.53)
25 October 1944 - Essen (5.42)
28 October 1944 - Oostkapelle (3.21)
31 October 1944 - Cologne (5.07)
3 November 1944 - Dusseldorf (5.50)
3 November 1944 - Bochum (5.01)
6 November 1944 - Gelsenkirchen (5.02)
16 November 1944 - Julich (4.47)
21 November 1944 - Sterkrade (6.22)
28 November 1944 - Essen (5.56)

Pilot Officer Morrison has completed to date as Air Bomber 29 operational sorties on such targets as Stuttgart, Duisburg, and Bochum, and many others on enemy targets in the Ruhr.

This officer has at all times displayed a fine offensive spirit coupled with dogged determination to do the utmost damage to enemy installations in the execution of his duties. His coolness and presence of mind in action have ensured satisfactory results from all attacks, and his skill and co-operation have been instrumental in setting a high standard of morale to the remainder of his crew. Apart from his ability in the air, this officer has given valuable help and guidance to less experienced crews.

On the night of 15th October, arriving in the heavily defended target area of Wilhelmshaven, Pilot Officer Morrison was unable to release his bombs with certainty on the objective, owing to adverse weather conditions. The captain then decided to go beneath the clouds owing to the thick coating of ice. This

officer made no less than three attempts to accurately bomb before finally seeing his bombs burst in the dock area.

I therefore consider that Pilot Officer Morrison's splendid operational record is in keeping with the fine tradition of the Royal Air Force and recommend that he be awarded the Distinguished Flying Cross.

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MORRISON, F/L Denzil Woodrow (J7778) - **Mention in Despatches** - No.162 Squadron (Canada) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born in Toronto, 8 September 1919 (RCAF press release 2659 announcing award). Enlisted there, 12 August 1940. To No.2 WS, 13 October 1940. To No.2 ITS, 10 December 1940; graduated and promoted LAC, 15 January 1941 when posted to No.5 EFTS; ceased training 22 February 1941 when posted to No.2 Manning Depot; to No.3 AOS, 28 April 1941; graduated 21 July 1941 when posted to No.5 BGS; graduated and promoted Sergeant, 1 September 1941. Posted to No.1 ANS, 2 September 1941; commissioned 29 September 1941; to No.31 OTU, 15 October 1941; to No.10 (BR) Squadron, date uncertain. To No.162 (BR) Squadron, date uncertain. Promoted Flying Officer, 29 September 1942. Promoted Flight Lieutenant, 1 June 1943. Attained rank of Squadron Leader, 1 October 1944. To No.4 Release Centre, 11 October 1945. Released 23 October 1945.

This officer has set a high example of efficiency and devotion to duty both as a navigator and Squadron Navigation Officer. He has carried out many difficult tasks under adverse conditions with skill and determination.

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MORRISON, FS (now P/O) Donald Robert (R80521/J15475) - **Distinguished Flying Medal** - No.401 Squadron - Award effective 19 June 1942 as per **London Gazette** dated 30 June 1942 and AFRO 1052-1053/42 dated 10 July 1942. Born in Toronto, 20 or 30 June 1921; home there and described his civil occupation as a "Honey Dew Porter". Enlisted there 25 October 1940. To No.1 AOS, 3 December 1940. To No.2 ITS, 27 January 1941; graduated and promoted LAC, 4 March 1941; posted next day to No.6 EFTS; graduated 18 April 1941; to No.2 Manning Depot, 21 April 1941; to No.10 SFTS, Dauphin, 2 May 1941; graduated and promoted Sergeant, 16 July 1941. To Embarkation Depot that date. To RAF overseas, 6 August 1941. Further trained at No.58 OTU, Grangemouth (26 August to 7 October 1941); to No.122 Squadron (7 October to 11 November 1941); to No.401 Squadron (11 November 1941 to 28 March 1942; shot down 19 August 1942, Spitfire BS119 but baled out and rescued by ASR boat which was attacked by enemy fighters; he jumped into sea to rescue a naval rating); to Central Gunnery School,

Wittening (28 March to 4 May 1942); to No.401 Squadron (4 May to 8 November 1942). Promoted to Flight Sergeant, 1 March 1942; commissioned 1 May 1942; promoted to Flying Officer (acting Flight Lieutenant), 24 September 1942. Shot down, POW, 8 November 1942 (Spitfire BS202), exchanged October 1943. Repatriated to Canada, 25 November 1943. With No.20 EFTS, 15 May to 22 August 1944 and Station Trenton, 23 August 1944 to 6 March 1945. Released 14 March 1945. Operated a grocer store after the war but found it too hard with artificial leg. Also reported to have been in the RAF, August 1947 to 1951 with service in Malaya. Went into public relations and was an Air Canada trouble shooter. Died 28 January 1994 in Toronto. Medal presented at Buckingham Palace, 9 November 1943. Victories as follows: **18 November 1941**, one Bf.109 probably destroyed near Le Touquet (shared with another pilot); **22 November 1941**, one FW.190 destroyed near Desvres plus one FW.190 damaged; **8 December 1941**, one Bf.109F destroyed west of Gris Nez plus one Bf.109 damaged; **12 February 1942**, one Bf.109 destroyed off Calais (shared with two other pilots); **28 February 1942**, one FW.190 probably destroyed east of Ramsgate; **24 May 1943**, two FW.190s damaged; **5 June 1942**, one FW.190 destroyed, Abbeville (shared with another pilot); **26 July 1942**, one FW.190 damaged, Cap Gris Nez; **19 August 1942**, one FW.190 destroyed, Dieppe; **28 August 1942**, one FW.190 probably destroyed, east of Amiens; **2 September 1942**, one FW.190 destroyed south of Shoreham; **5 September 1942**, one FW.190 probably destroyed, Dieppe; **2 October 1942**, one Bf.109 probably destroyed, Abbeville; **8 November 1942**, one FW.190 destroyed (shared with another pilot). Photos PL-10665 (on launch), PL-22115 (F/L L. Dougall, Morrison, S/L E.L. Neale).

Flight Sergeant Morrison has displayed outstanding ability and skill as a pilot during combats with the enemy. He has destroyed two and damaged several other enemy aircraft besides sharing in the destruction of two others. Flight Sergeant Morrison has participated in 57 operational sorties and in May 1942, after his port elevator had been shot off by enemy cannon fire near Le Havre, he successfully brought his aircraft back to this country and performed a difficult landing with little additional damage.

MORRISON, F/L Donald Robert, DFM (J15475) - **Distinguished Flying Cross** - No.401 Squadron - Award effective 4 July 1943 as per **London Gazette** dated 16 July 1943 and AFRO 1724/43 dated 27 August 1943.

This officer displayed great skill and tenacity in air operations and has destroyed fifteen hostile aircraft. His gallantry was amply demonstrated on one occasion when a few minutes after being picked up by a rescue launch in the North Sea, after being compelled to leave his damaged aircraft by parachute, he plunged overboard and rescued a naval rating from drowning. Flight Lieutenant Morrison's conduct was worthy of high praise.

This began with a letter dated 2 March 1943, S/L E.L. Neal to the Air Officer Commanding, RCAF Overseas Headquarters, as follows:

1. At the time that Flight Lieutenant D.R. Morrison was shot down on November 8th, 1942, and made a prisoner of war, he was the highest scoring fighter pilot in the RCAF in England. Since being awarded the DFM in June 1942, he has destroyed a further three FW.190s, probably destroyed two more FW.190s and an ME.109F, and damaged yet another. During his entire stay with 401 Squadron, his enthusiasm and aggressive spirit was an inspiration to all, and in just under a year, he accounted for over 11 percent of the squadron's entire bag of 169 destroyed, probables and damaged. Furthermore, the majority of his victories were against the German's most deadly fighter, i.e. the FW.190.
2. During the Dieppe show, Flight Lieutenant Morrison was forced to bale out over the sea when the wreckage of a FW.190, which he had destroyed, came back into his aircraft. A few minutes after being picked up by a rescue launch, he plunged overboard and rescued a naval man from certain death by drowning. During the remainder of that day he manned a machine gun on the rescue launch. The Captain of the rescue launch subsequently forwarded a letter, lauding Morrison's fine action to the Station Commander of RAF Station Biggin Hill.
3. In view of these facts it is recommended that Flight Lieutenant Morrison be considered for a further award of the DFC, if not the DSO.
4. Although Flight Lieutenant Morrison was wounded and burnt when he bailed out on November 8th, his first correspondence to the Squadron made no mention of his own personal ailments, but simply stated, "Greetings from a jail bird, am quite well, hope the boys are still in there pitching, etc."

The next step was a letter dated 2 April 1943, from A/V/M T.G. Pike (AOC No.11 Group) to Station Biggin Hill, subject Honours and Awards, F/L Morrison, DFM:

1. Enclosed for your information is a copy of a letter from the Officer Commanding, No.401 Squadron, reference C.22-1 dated 18th March 1943, and relates to the above named officer.
2. Flight Lieutenant Morrison was reported missing on 8th November 1942, and in Air Ministry Signal P.2740 dated 28th February 1943, it is reported that on

information received from the International Red Cross Committee, quoting information from Berlin, this Officer is a Prisoner of War.

3. Repeated below for your ease of your reference is an extract from the citation raised in respect of the then Flight Sergeant Morrison, and as a result of which he was granted the Distinguished Flying Medal on 20th June 1942.

“This NCO has shown outstanding ability and skill during combats with the enemy. Though his operational hours number only 76, his extreme eagerness to engage the enemy on every possible occasion has enabled him to record the following successes against the enemy aircraft:

“(1) one FW.190 destroyed.

“(2) one ME.109F destroyed,

“(3) one ME.109F destroyed (shared with two other pilots)

“(4) one FW.190 destroyed probably.

“(5) one FW.190 probably destroyed.

“(6) one ME.109E probably destroyed (shared with another pilot)

“(7) one FW.190 damaged.

“(8) one FW.190 damaged.

“(9) one ME.109E damaged.

Flight Sergeant Morrison has taken part in 57 operational sorties, 31 of these being large scale offensive operations. On May 6th, 1942, after his port elevator had been blown off by enemy aircraft cannon fire near Le Havre, he successfully brought his aircraft down at Shoreham for a wheels up landing with little addition damage.

4. Although it is not a common practice to make awards to Prisoners of War, Headquarters Fighter Command are prepared to give this matter every consideration in the event of you making a recommendation, and obviously the Air Officer Commanding No.13 Group cannot originate such recommendation as the facts on which such citation can be layed all occurred while that Officer was under the control of this Group with yourself as Sector Commander.

5. If you are not prepared to make a recommendation will you please communicate your reasons, but any recommendation you are prepared to make should be forwarded on the requisite pro-forma in quadruplicate.

On 4 May 1943, W/C K.L.B. Hodson (at that time Acting Director of Air Staff, RCAF Overseas Headquarters) wrote a memo to Director of Personnel re F/L D.R. Morrison, DFM:

1. The correspondence on this subject is self-explanatory and as I know F/L Morrison intimately, I am submitting the recommendation which I hope will be accepted in lieu of his Sector Commander.
2. These recommendations are not exaggerated. Flight Lieutenant Morrison was an exceptionally outstanding pilot and it is only fitting that his ability be recognized.
3. May these recommendations be forwarded through the usual channels ?

This was followed by a formal recommendation from S/L E.L. Neal for an award "as may be considered suitable", dated 17 May 1943, describing Morrison as a Flight Commander, as follows:

Subsequent to being awarded the Distinguished Flying Medal on June 20th, 1942, (then a Flight Sergeant), this officer has recorded the following successes against the enemy over enemy territory:

- (1) July 26, 1942 - one FW.190 damaged.
- (2) August 19, 1942 - one FW.190 destroyed
- (3) August 28, 1942 - one FW.190 probably destroyed
- (4) September 2, 1942 - one FW.190 destroyed
- (5) September 5, 1942 - one FW.190 probably destroyed
- (6) October 2, 1942 - one ME.109F probably destroyed
- (7) November 8, 1942 - one FW.190 destroyed, shared

during 26 large scale offensive operations, in addition to which he took part in numerous other minor sorties.

During the Dieppe battle, Flight Lieutenant Morrison was forced to bale out over the sea when the wreckage of a FW.190, which he had destroyed, came back into his aircraft. A few minutes after being picked up by a rescue launch, he plunged overboard and rescued a naval man from certain death by drowning. During the remainder of that day, Flight Lieutenant Morrison manned a machine gun on board the rescue launch.

On November 8th, when over Lille, France, Flight Lieutenant Morrison had to bail out (after he had engaged a superior force of enemy aircraft, one of which he shot down), and wounded in one leg, was taken prisoner. At that time, this officer was the highest scoring fighter pilot in the RCAF in England.

During this officer's entire tour with No.401 Squadron, RCAF, he accounted for 11 percent of the Squadron's entire bag of 154 enemy aircraft destroyed, probably destroyed and damaged, his total victories being 15 ½.

For his cool courage and outstanding bravery in effecting the rescue mentioned, and in recognition of his enthusiasm, aggressive spirit and leadership, which was an inspiration to all who went into combat with him, it is recommended that Flight Lieutenant Morrison be further suitably honoured.

On 2 June 1943 the AOC No.11 Group addressed a memo to RCAF Overseas Headquarters for special reference to W/C K.L.B. Hodson, who had commanded No.401 Squadron, June 1942 to January 1943:

1. Enclosed for the information of Wing Commander Hodson is a proposed citation in respect of the above named officer. This recommendation was originated by S/L E.N. Neal [sic], the present Commander of No.401 (RCAF) Squadron, located at RAF Station Redhill, within this Group but could not be accepted as S/L Neal has no first hand knowledge of Flight Lieutenant Morrison.
2. I am enclosing six copies of pro-forma in blank for consideration by W/C Hodson as to whether he is prepared, in his capacity as Squadron Commander, No.401 Squadron, on or about 8th November 1942, to recommend Flight Lieutenant Morrison for an award.
3. It will be noted that the present draft citation does not make a definite recommendation as to a suitable award but no doubt W/C Hodson will have his own views on this point and make a definite recommendation. It will be appreciated if any recommendation which W/C Hodson likes to originate can be despatched to this Headquarters in quintuplicate.

On 10 June 1943, W/C Hodson submitted the final recommendation for a DFC, identifying himself as the Commanding Officer, No.401 Squadron on 8 November 1942.

Subsequent to the award of the DFM on 20th June 1942, this officer has to his credit three enemy aircraft destroyed, three probably destroyed and one damaged as a result of 26 large scale operations. In addition he took part in numerous other minor sorties.

During the Dieppe battle, Flight Lieutenant Morrison was forced to bale out over

the sea when the wreckage of a FW.190, which he had destroyed, came back into his aircraft. A few minutes after being picked up by a rescue launch, he plunged overboard and rescued a naval man from certain death by drowning. During the remainder of that day, Flight Lieutenant Morrison manned a machine gun on board the rescue launch.

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Notes: Operational career had encompassed 137 sorties (176 hours ten minutes). Application for operational wing dated 9 November 1944 listed the following, all on Spitfires, first four with No.122 Squadron, all the remainder with No.401 Squadron:

17 October 1941 - Scramble (ten minutes)
18 October 1941 - Scramble (ten minutes)
4 November 1941 - Interception (1.10)
7 November 1941 - Convoy patrol (55 minutes)
18 November 1941 - Sweep (1.35)
18 November 1941 - Convoy patrol (1.50)
22 November 1941 - Sweep (1.20)
23 November 1941 - Sweep (1.50)
26 November 1941 - Convoy patrol (1.55)
26 November 1941 - Convoy patrol (1.15)
7 December 1941 - Convoy patrol (1.00)
8 December 1941 - Sweep (1.20)
13 December 1941 - Convoy patrol (1.35)
13 December 1941 - Convoy patrol (1.30)
23 December 1941 - Convoy patrol (2.00)
28 December 1941 - Convoy patrol (1.15)

29 December 1941 - Convoy patrol (ten minutes)
2 January 1942 - Convoy patrol (1.40)
5 January 1942 - Patrol (1.15)
25 January 1942 - Recce (1.20)
28 January 1942 - Rhubarb, enemy installations (1.20)
30 January 1942 - Convoy patrol (1.45)
10 February 1942 - Anti-flak (1.00)
12 February 1942 - Scharnhorst (1.30)
12 February 1942 - Scharnhorst (2.00)
13 February 1942 - Convoy patrol (ten minutes)
13 February 1942 - Scramble (1.35)
13 February 1942 - Sweep (1.15)
16 February 1942 - Convoy patrol (55 minutes)
18 February 1942 - Scramble (35 minutes)
19 February 1942 - Recce (1.05)
20 February 1942 - Recce (50 minutes)
28 February 1942 - Commando escort (1.30)
28 February 1942 - Escort sweep (1.35)
1 March 1942 - Scramble (1.30)
1 March 1942 - Convoy patrol (40 minutes)
3 March 1942 - Sweep (1.15)
8 March 1942 - Sweep (1.25)
8 March 1942 - Boston escort (1.25)
9 March 1942 - Boston escort, Lens (1.30)
13 March 1942 - Boston escort, St. Omer (1.30)
26 April 1942 - Sweep (1.30)
27 April 1942 - Sweep (1.00)
27 April 1942 - Boston escort, Lille (1.40)
4 May 1942 - Scramble (35 minutes)
5 May 1942 - Boston escort (1.10)
6 May 1942 - Boston escort, Caen (1.55)
6 May 1942 - Boston escort, Boulogne (1.45)
7 May 1942 - Boston escort, Ostend (1.25)
7 May 1942 - Scramble (30 minutes)
8 May 1942 - Convoy patrol (1.35)
8 May 1942 - Boston escort, Dieppe (1.20)
10 May 1942 - Sweep (1.05)
19 May 1942 - Sweep (1.25)
19 May 1942 - Convoy patrol (1.05)
23 May 1942 - Sweep (1.20)

24 May 1942 - Patrol (1.30)
24 May 1942 - Sweep (1.15)
26 May 1942 - Sweep (40 minutes)
27 May 1942 - Sweep (1.25)
29 May 1942 - Patrol (1.40)
30 May 1942 - Patrol (1.25)
30 May 1942 - Sweep (1.05)
30 May 1942 - Sweep (1.25)
31 May 1942 - Sweep (1.35)
1 June 1942 - Patrol (1.15)
1 June 1942 - Air-Sea rescue (1.00)
2 June 1942 - Sweep (1.35)
4 June 1942 - Commando escort (1.10)
5 June 1942 - Sweep (1.30)
8 June 1942 - Sweep (1.20)
9 June 1942 - Sweep (ten minutes)
10 June 1942 - Patrol (1.05)
11 June 1942 - Sweep (1.10)
17 June 1942 - Sweep (1.20)
22 June 1942 - Sweep (1.15)
23 June 1942 - Sweep (1.25)
26 June 1942 - Patrol (1.35)
28 June 1942 - Convoy patrol (1.35)
29 June 1942 - Boston escort, Hazebrouck (1.25)
2 July 1942 - Air Sea Rescue (1.15)
8 July 1942 - Convoy patrol (1.30)
19 July 1942 - Boston escort (1.20)
20 July 1942 - Rhubarb escort (1.15)
21 July 1942 - Rhubarb cover (1.20)
21 July 1942 - Sweep (15 minutes)
21 July 1942 - Convoy patrol (1.25)
22 July 1942 - Scramble (50 minutes)
22 July 1942 - Scramble (1.15)
25 July 1942 - Scramble (1.20)
25 July 1942 - Convoy patrol (1.35)
26 July 1942 - Sweep (1.25)
26 July 1942 - Air-Sea Rescue (1.20)
6 August 1942 - Patrol (1.25)
11 August 1942 - Scramble (45 minutes)
15 August 1942 - Scramble (35 minutes)

17 August 1942 - Patrol (1.25)
17 August 1942 - Fortress escort, Rouen (1.25)
19 August 1942 - Fortress escort, Abbeville (1.35)
24 August 1942 - Sweep (5 minutes)
24 August 1942 - Patrol (1.20)
25 August 1942 - Patrol (1.05)
28 August 1942 - Fortress escort, Meaulte (1.45)
29 August 1942 - Fortress escort, Courtrai (1.55)
2 September 1942 - Interception (1.30)
3 September 1942 - Air-Sea Rescue (1.10)
5 September 1942 - Fortress escort, Rouen (1.35)
6 September 1942 - Scramble (55 minutes)
6 September 1942 - Fortress escort, Meaulte (1.35)
7 September 1942 - Fortress escort, Rotterdam (1.40)
8 September 1942 - Lightning escort (1.15)
24 September 1942 - Scramble (35 minutes)
26 September 1942 - Fortress escort, Morlaix (2.15)
27 September 1942 - Convoy patrol (1.25)
2 October 1942 - Fortress escort, Mesulte (1.45)
6 October 1942 - Patrol (1.40)
6 October 1942 - Patrol (45 minutes)
9 October 1942 - Fortress escort, Lille (1.40)
15 October 1942 - Boston escort, Le Havre (1.30)
16 October 1942 - Sweep (1.30)
17 October 1942 - Patrol (1.30)
18 October 1942 - Convoy patrol (1.30)
19 October 1942 - Patrol (40 minutes)
19 October 1942 - Patrol (1.05)
21 October 1942 - Sweep (1.20)
24 October 1942 - R/T relay (1.15)
24 October 1942 - Patrol (1.15)
25 October 1942 - Sweep (1.05)
27 October 1942 - Patrol (35 minutes)
30 October 1942 - Patrol (1.45)
31 October 1942 - Scramble (1.20)
2 November 1942 - Sweep (1.30)
6 November 1942 - Boston escort, Caen (1.50)
7 November 1942 - Patrol (1.35)
8 November 1942 - Fortress escort (1.30)

Training: Interviewed in Toronto, 4 October 1940 by an officer who may have been named "Kent". Described as "Clean cut boy, above average intelligence, keen and alert. Good appearance, cool and confident. Good material for aircrew."

Attended No.2 ITS, 28 January to 26 February 1941, Courses in Mathematics (83/100), Armament, practical and oral (67/100), Signals (47/50), Hygiene and Sanitation (33/40), Drill (69/100) and Law and Discipline (49/60). Placed 123rd in a class of 214. "Average material. Direct from school. Possibly immature. Cheerful, energetic. Active in school sports."

Attended No.6 EFTS, 5 March to 22 April 1941. Tiger Moth aircraft - 30.35 dual, 51.45 solo. Flew 6.15 on instruments and logged eight hours in Link. "Ambitious type; learns quickly; will develop into an above average type with more experience," (Sergeant L. Waite). Courses in Airmanship (174/200), Airframes (73/100), Aero Engines (84/100), Signals, practical (100/100), Theory of Flight (78/100), Air Navigation (178/200), and Armament, oral (170/200). Placed fifth in a class of 29. "Good average pilot; well liked among his fellow classmates; appears willing and is deserving of any credits; conduct at this school was very satisfactory."

Attended No.10 SFTS, 4 May to 15 July 1941. Harvard aircraft - 32.25 day dual, 49.50 day solo, 2.35 night dual, 7.35 night solo. Logged 20 hours in Link. "Inclined to be careless; if disciplined should develop into a good service pilot," (S/L W.G. Welstead). Ground courses in Airmanship and Maintenance (157/200), Armament, written (85/100), Armament, practical 72/100), Navigation and Meteorology (173/200), Signals, written (80/100) and Signals, practical (40/50). Placed 23rd in a class of 55. Had one accident on 27 May 1941, Harvard 3016 and 3765 (Morrison and LAC L. Roher (R78412), taxiway collision. This resulted in the following sentence of a disciplinary hearing: "THE ACCUSED, R80521, LAC Morrison, D.R., No.2 Squadron of the Special Reserve RCAF is charged with: Whilst on active service, with being guilty of neglect which caused damage to public property and that he, at 0015 hours on May 27-5-41 through negligence did not observe regulations concerning taxiing on runway when he taxied Aircraft No.3016 at too fast a pace and did not follow a zig-zag course, thereby causing said aircraft to collide with Aircraft No.3765, damaging both aircraft in the amount estimated at \$ 2,500." Confined to Base, 14 days and fined \$ 10.00 penal forfeiture of pay.

Attended No.58 OTU, 25 August to 6 October 1941. Flew Master aircraft (4.35 dual, 8.45 solo) and Spitfires (40.25). Flew 13.30 in formation and 6.05 on instruments. Logged nine hours in Link. Assessed average in all categories.

Attending Central Gunnery School, on 13 April 1942 (0925 hours) he had a embarrassing incident in a Spitfire I (serial not cited). "At 0800 hours Flight Sergeant Morrison, pilot, took off from Gravesend with full tanks to return to his Unit at Sutton Bridge. The weather was hazy, especially in Cambridge area. The pilot lost his way at Cambridge, not recognizing any landmark

until he had reached the Humber. From his previous Spitfire experience and the state of the petrol as shown by the gauge he thought he had plenty with which to reach Sutton Bridge. He erroneously decided by the gauge rather than by the time he had been in the air, and his petrol failed about 12 miles from Sutton Bridge, his gauge showing 15 gallons." Damage (repairable by contractor's party) was wings, airscrew and radio damaged, engine needing shock load test. The school report then went on, "The pilot was returning from Gravesend, met hazy weather conditions in the Cambridge area and decided to climb above it. He became hopelessly lost and eventually pin-pointed himself at the River Humber. Thinking that he had ample petrol remaining he set course for Sutton Bridge and when in the Wash area, the engine 'cut' through lack of petrol. He force landed near Boston with wheels retracted. Cause of accident, running out of petrol. // I consider the consumption of this aircraft was extremely high, but at the same time I consider Flight Sergeant Morrison was careless in not paying more attention to map reading in the first instance, and secondly he should have landed and refuelled at one of the various aerodromes he passed over. Flight Sergeant Morrison was trained in Canada and is inexperienced in navigating in this Country."

RCAF Press Release No. 695 dated 22 August 1942 read:

When the morning of the great Allied combined operations raid on Dieppe dawned and the spitfire pilots of an Royal Canadian Air Force squadron were called in the early hours, P/O Don Morrison of Toronto, little thought that, apart from adding a Focke-Wulf 190 destroyed to his bag, he would have to spend nine-and-half hours in an Air-Sea rescue launch, dashing about the English Channel, picking up survivors of other launches and being raked by the continual fire of German aircraft.

Don's squadron opened the day by escorting 24 Fortresses which were to bomb Abbeville aerodrome. The bombers, with their fighter protection, and Don among them, crossed the French Coast and went straight to Abbeville. The enemy anti-aircraft fire was heavy, but there were no casualties and Don saw the bombs from the Fortresses burst squarely on all the buildings surrounding the aerodrome. The bombers' task completed, they turned for home and Don then had an opportunity to look down on what he describes as "the terrific activity" on land, and in the sea. Then it was that he saw several F.W.190's flying singly.

"I stayed with my section," Don said, "until I spotted a single Focke-Wulf just ahead and about 1,500 feet below. I did a slipping barrel roll, losing height and levelled out about 150 yards behind and slightly to starboard. I opened fire with two-second bursts, closing to 25 yards and saw strikes all along the starboard side of the Jerry's fuselage and several pieces which seemed about a foot square

flew off from around the cowling. Just as we both ran into cloud, the Focke-Wulf exploded with a terrific flash of flame and black smoke. Immediately, my windshield and hood were covered with oil, because I was so close, and there was a terrific clatter as pieces of debris struck my aircraft. I was hardly able to see through my hood or windshield.”

“I rejoined the others and headed for home. We were flying at about 1,000 feet when suddenly my engine started to cough and my kite shuddered violently. I was quite unaware until then that my own aircraft had been damaged. I realized that I was going to have to bale out so I started to climb and at 2,000 feet my engine cut completely. I took off my helmet, undid my straps and opened the hood. I crouched on the seat and then shoved the stick forward, hoping to throw myself clear, but my parachute caught somehow and it wasn't until I was down to 250 feet above the water that I got clear. My Spitfire plunged into the water below me just as my parachute opened and somehow or other I got a nasty clip over the eye.”

Immediately Don reached the water, he pressed his quick release for his parachute, inflated his dinghy without any trouble and climbed in. He put up his distress flag and soon a rescue boat was heading for him. He was only in the water 15 minutes. Little did Don know that he was to remain on the rescue launch for the rest of the day. His rescuers told him that he would have to stay on the boat until it returned to port that night. Don thought he was going to miss quite a lot of excitement on the other sweeps upon which his squadron were playing their part, but he was to have all the excitement he needed for one day. The Launch picked Don up at 11:30 in the morning.

During the afternoon the launch answered several other crash calls without success, often operating within sight of the French Coast. From its decks, Don saw an attack by bombers on the British ships beaten off by heavy anti-aircraft fire. He saw the explosion and pall of smoke caused by two aircraft colliding head on. He saw the gun fire unpleasantly near from the shore and the replying volleys from the ships.

Later on in the afternoon, two Focke-Wulf 190's passed over the launch at about 5,000 feet and shortly afterwards he saw them attack another Air-Sea rescue launch. Knowing that they could not do much to help with their own light armament, Don's launch began to race back to England to get the help of a Navy boat which they had previously noticed nearby. As they went back towards the burning launch, they saw another rescue boat trying to give aid to the first one.

Suddenly, four more Focke-Wulf 190's appeared and attacked, setting the second launch on fire.

"Then at last two Spitfires appeared in answer to our calls for help," said Don, "and believe me, I was darn happy to see them. One of them circled as close as he could and we indicated the trouble ahead and they both set out. But no sooner had they left us than six more Focke-Wulf 190's dived down to attack us. I have never felt so helpless in my life. I have been in a few tight spots myself, but this beat them all. How we escaped serious damage I do not know. Their bullets were spitting all around and our radio was put out of action. The fire put up by our own guns did not appear to bother the enemy aircraft in the least, but then fortunately for us, along came a Navy boat and the fire from this new ally certainly shook the Jerries. But then the Navy boat appeared to run out of ammunition and it left us and we picked up the survivors of the two burning launches, all of whom were in the water. The ammunition on board them was exploding all the while. Most of the men we picked up were badly wounded since they had been fired at while struggling in the water and so we returned to port at full throttle."

"As we were picking up these survivors, two Spitfires appeared and circled us and escorted us to within a few miles of England. On the way home, we saw a convoy attacked and I saw the stick of bombs hit the water, but not within half a mile of any of the ships. When we got into port, an ambulance was waiting and we unloaded the wounded men and went ashore ourselves."

"There is nothing I can really say to pay my tribute to the bravery of the men on the Air-Sea rescue launches."

Don, whose bag now totals four destroyed and a number of "damaged" and "probables", was back with his Squadron next day telling the boys of how it felt to be on the sea. Don's dinghy distress flag, of red oilskin with a white dot, now flies at the masthead of the Air-Sea Rescue launch which picked him up, for it was a new launch and the first time it was in action and Don's distress flag will in future be its pennant.

Notes: On 6 May 1942, in Spitfire BS119, Circus 110, hit by a cannon shell but managed to crash land at Shoreham. No injuries and aircraft repairable.

8 November 1942, Circus 235, escorting 38 B-17s to bomb Fives/Lille with twelve other B-17s on diversion to Abbeville/Drucat. Entire Gruppe of JG.26 and others from III/JG.2 scrambled.

Seven Spitfires shot down including Morrison (one FW.190 damaged by P/O Gimbel and S/L Hodson). Morrison hit in left leg and amputation needed.

* * * * *

MORRISON, LAC Harold Sifton (R259156) - **Mention in Despatches**- No.1659 HCU - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 4 September 1925. Home in Rosemont, Quebec; enlisted Montreal, 2 June 1943 for General Duties. To Mountain View, 24 June 1943; promoted AC1, 2 September 1943; promoted LAC, 2 December 1943; to No.2 Air Gunner Training School, 14 January 1944; to "Y" Depot, Halifax, 19 May 1944; to No.3 Personnel Reception Centre, Bournemouth, 2 June 1944; repatriated 18 April 1946. Released 17 May 1946, No details in AFRO; DHist 181.002 D.225 has recommendation dated 23 June 1945. He had been one year in Canada, eleven months in UK. However, he appears to have been on the strength of Station Odiham at the date of the award.

This airman during his period of service overseas has done his utmost to improve his knowledge of his trade, and through his initiative and persistence has been an excellent example to the other airmen working with him.

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MORRISON, FS Hiram (R51568) - **British Empire Medal** - No.1 AOS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 24 November 1898, Sudbury, Ontario. Enlisted 28 November 1939 as Disciplinarian. Promoted AC1, 29 February 1940. To No.7 EFTS, 28 July 1940. Promoted LAC and posted to School of Technical Training, 28 September 1940. Promoted Corporal, 1 April 1941. Promoted Sergeant, 1 July 1941. Promoted Flight Sergeant, 24 September 1941. To No.3 Repair Depot, 16 August 1943; to No.2 BGS, 31 December 1943; to No.1 AOS, 20 March 1944 To No.4 ITS, 9 May 1944. To No.4 Release Centre, 30 April 1945. Released 21 July 1945. Medal presented 29 August 1946. Died 20 October 1965 as per DVA letter of 27 October 1965. Although the unit was No.1 AOS when award made, the recommendation appears to have been raised in an earlier unit.

This non-commissioned officer, since coming to this unit almost a year ago, has fulfilled his duties of assistant to the Station Warrant Officer in a most capable and reliable manner. Because of his mature age and experience he has always been an outstanding influence on the younger airmen on his unit. He does more than his normal duties and gives his undivided attention to all he undertakes in a thorough and highly satisfactory manner. By his devotion to duty, loyalty and keenness, he has made a valuable contribution to the training at this school.

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MORRISON, S/L Howard Allan (J4898) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 10 December 1919 in Winnipeg; educated at Lauder, Brandon and University of Manitoba (pre-medical, two years). Postal clerk between studies. Enlisted in Winnipeg, 25 September 1940. Trained at No.2 ITS (graduated 12 November 1940), No.10 EFTS (graduated 4 January 1941), and No.5 SFTS (graduated 17 March 1941). Commissioned 1941. Trained as instructor at Trenton, then instructed at No.3 SFTS; went on to OTU at Pennfield Ridge; posted overseas 22 June 1943. Repatriated to Canada, 1945. Posted to Directorate of Operational Training at AFHQ. To RCAF Staff College, 1946 and then back to AFHQ (Directorate of Training). DFC and DSO presented by Governor General, 2 December 1946. Remained in postwar RCAF. Joined No.426 Squadron in 1948. Awarded AFC (5 June 1952) for services on Korean Airlift; awarded Queen's Coronation Medal, 23 October 1953 (Station Rockcliffe). To AFHQ in 1955 (Directorate of Postings and Careers); November 1956 became base commander of RCAF part of UNEF. January 1957 returned to Canada as CSO Air Transport Command where he remained until September 1959; to Uplands as CO, CEPE. July 1961 he became Air Commander of UN Forces in Congo; remained until April 1962 when he was made CO of Uplands. August 1963 he became CSO, ATC, Trenton. In April 1968 he became Vice Commander of Central NORAD Region. 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 22 June 1944 when he had flown 32 sorties (176 hours five minutes), 27 October 1943 to 15 June 1944.

27 October 1943 - NICKELLING Paris (4.10)
2 December 1943 - Berlin (6.00)
3 December 1943 - Leipzig (7.10)
20 December 1943 - Mannheim (5.45)
23 December 1943 - Berlin (7.30)
29 December 1943 - Berlin (6.15)
1 January 1944 - Berlin (7.05)
2 January 1944 - Berlin (6.30)
5 January 1944 - Stettin (8.30)
21 January 1944 - Magdeburg (6.25)
27 January 1944 - Berlin (7.15)
28 January 1944 - Berlin (7.45)
25 February 1944 - Augsburg (6.55)
1 March 1944 - Stuttgart (6.55)
15 March 1944 - Stuttgart (6.40)
18 March 1944 - Frankfurt (4.35)
22 March 1944 - Frankfurt (5.20)

24 March 1944 - Berlin (6.50)
30 March 1944 - Nuremburg (6.50)
18 April 1944 - Tergnier (3.00)
20 April 1944 - Lens (3.00)
24 April 1944 - Karlsruhe (5.45)
27 April 1944 - Friedrichshaven (7.00)
8 May 1944 - Haine St.Pierre (2.35)
10 May 1944 - Ghent (2.35)
11 May 1944 - Boulogne (2.15)
19 May 1944 - Le Mans (4.00)
22 May 1944 - Le Mans (3.30)
27 May 1944 - Rennes (3.40)
28 May 1944 - Mardyck (1.40)
11 June 1944 - Tours (2.20)
12 June 1944 - Amiens (4.55)
14 June 1944 - Cambrai (2.40)
15 June 1944 - Lens (2.45)

This officer is a very capable Captain and Flight Commander who has completed 32 operational sorties against such heavily defended enemy targets as Berlin, Frankfurt and Stuttgart. Both on operational duty and ground duty, this officer has set a fine example to those serving under his command by his devotion to duty and determination to complete the most difficult tasks allotted to him. Undoubtedly this officer has contributed in no small way to the successes attained by this squadron. Strongly recommended for the Distinguished Flying Cross.

MORRISON, W/C Howard Allan, DFC (J4898) - **Distinguished Service Order** - No.405 Squadron - Award effective 27 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944.

In September 1944, Wing Commander Morrison captained an aircraft detailed to attack Le Havre. Whilst over the target, heavy and accurate anti-aircraft fire was encountered. Undeterred, this captain endeavoured to press home his attack. His aircraft was hit and sustained serious damage. The aircraft became almost uncontrollable. A fire started and the fuselage became filled with smoke. The flames spread quickly and it was evident that the aircraft could not be saved. Displaying great coolness, Wing Commander Morrison ordered his crew to leave by parachute. He himself would not leave until he was satisfied that all his comrades were clear. When he finally jumped the aircraft was down to a low

altitude. This officer has invariably displayed the highest standard of courage and devotion to duty. He has completed very many sorties and, in his determination to complete his missions successfully, has often remained over the target for long periods.

NOTE: Public Record Office Air 2/9160 has recommendation drafted 18 September 1944 by W/C C.W. Palmer. He had flown 49 sorties (247 hours 34 minutes) of which 17 sorties (71 hours 29 minutes) had been since his previous award.

On the morning of the 8th September 1944, Wing Commander Morrison was captain of an aircraft detailed as Master Bomber for an attack on the strongly defended enemy port of Le Havre. On arriving in the target area, weather conditions were found to be extremely poor, and in endeavouring to complete his task satisfactorily, the captain went down to a very low level. The aircraft, engaged by accurate anti-aircraft fire was hit and set on fire. The flying controls were severely damaged and it became very hard to control the aircraft. The fuselage soon filled with fire and blinding smoke, and the captain ordered the crew to bale out. He remained in the aircraft, ensuring that the rest of the crew had all baled out successfully, even though there was an imminent danger of the aircraft blowing up. The captain finally baled out at an extremely low altitude. The skilful airmanship, utter disregard for personal safety, and, above all, the concern evinced by this officer for the well-being of his crew, is most commendable and in keeping with the highest traditions of the Service.

Wing Commander Morrison has, on many occasions, remained over the target area for a considerable period in the course of his duties, and has always shown a disregard for personal safety that is most commendable.

In his capacity as Flight Commander, he has contributed a great deal towards the high standard of training in the squadron, and the fine example he has set has done much to keep the morale of the squadron at a high level.

This officer has now completed a second tour of operations, many sorties having been directed against heavily defended German targets. He has, at all times, shown exceptional keenness and devotion to duty. Strongly recommended for the immediate award of the Distinguished Service Order.

On 19 September 1944, G/C G.P. Dunlop, Officer Commanding, Station Gransden Lodge, wrote:

Wing Commander Morrison's double tour of operations has been marked by

outstanding service both in his capacity as a Flight Commander and as a captain. He has constantly shown keenness and devotion to duty of the highest order. Strongly recommended.

This was endorsed on 20 September 1944 by the Air Officer Commanding, No.8 Group, who merely noted, "Strongly recommended".

The website "Lost Bombers" provides the following information respecting his career. Lancaster PA970 (LQ-Y), had previously been involved in the following sorties: Caen, 7 July 1944; Courtrain, 20/21 July 1944; Kiel, 23/24 July 1944; Stuttgart, 24/25 July 1944; Stuttgart, 28/29 July 1944; Normandy Battle Area (Tactical), 7/8 August 1944; Kiel, 26/27 August 1944. On 8 September 1944 the target was Le Havre. It was airborne at 0657 hours from Gransden Lodge to bomb strong-points near the beleaguered garrison. W/C H.A. Morrison was to be Master Bomber. Aircraft crashed just inside the enemy perimeter. The crew consisted of W/C H.A.Morrison, (RCAF, evaded, awarded Bar to DFC), Flight Sergeant R.A.W.Matsham (evaded), F/L L.W.Queale, (RCAF, evaded), F/L R.A.Swartz, (RCAF, evaded, awarded Bar to DFC), F/L R.B.Baroni, (RCAF, evaded, awarded Bar to DFC), WO2 G.J.Darcy, (RCAF, evaded), Flight Sergeant R.Benabo, (RCAF, evaded), WO2 W.Kubiak, (RCAF, evaded, awarded DFC). The association of this eight-man crew and the position as Master Bomber probably indicates an extra H2S Operator.

A "Questionnaire for Returned Aircrew: Loss of Bomber Aircraft" apparently filed by both Morrison and Kubiak notes that crew composition was as follows: W/C H.A.Morrison, (pilot, 52 sorties), Flight Sergeant R.A.W.Matsham (Flight engineer, 49 sorties), F/L L.W.Queale, (navigator I, 51 sorties), F/L R.A.Swartz, (navigator II, 52 sorties), F/L R.B.Baroni, (air bomber, 53 sorties), WO2 G.J.Darcy, (WOP, 51 sorties), Flight Sergeant R.Benable, (mid-upper gunner, 38 sorties), WO2 W.Kubiak, (rear gunner, 50 sorties). The statement of events was as follows:

The aircraft reached the target without incident. After visual identifying the aiming point from 6,000 feet cloud came over and obscured it. There was no improvement in visibility after two orbits had been made so height was reduced to 3,500 feet where broken cloud was encountered. The first report that the aircraft had been hit by flak came from the WOP who said "Skipper, the kite is on fire." When asked where he said, "In the rear." The aircraft began to roll from side to side and the pilot gave the order to bale out. The rear gunner waited a few seconds until the order was repeated, disconnected his heating equipment and intercom, rotated his turret to the beam and baled out. He was wearing a seat chute. On landing he found he had bruised his shoulder and knee on leaving the turret and was unable to walk. He lay in a field for two hours before being captured by two Germans who were burying mines about 300 yards away.

Note: For a Combat Report from his career (3/4 December 1943) see entry for G.D. Hirschfield.

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MORRISON, FS Hugh William (or Wilbert as on pay card) (R65963/J52424) - **British Empire Medal** - No.2 SFTS - Award effective 28 May 1943 as per **London Gazette** of that date, **Canada Gazette** dated 2 June 1943, and AFRO 1459/43 dated 30 July 1943. Born in Lakefield, Ontario, 11 April 1916. Enlisted in Toronto, 17 June 1940 in trade of Instrument Maker. To Technical Training School, 4 July 1940. To No.2 SFTS, 2 September 1940; promoted AC1, 1 October 1940; promoted LAC, 1 January 1941. Promoted Corporal, 1 July 1941. Promoted Sergeant, 1 October 1941. Promoted Flight Sergeant, 1 April 1943. Remustered to aircrew and posted to No.5 Manning Depot, 31 August 1943; to No.1 Manning Depot, 9 September 1943; to No.6 ITS, 2 October 1943; to No.20 EFTS, 30 January 1944; to No.2 SFTS, 19 May 1944; ceased pilot training, 17 July 1944 and posted to No.17 Equipment Depot; to No.1 SFTS, 11 August 1944; to No.1 AOS, 10 September 1944; graduating as a navigator and commissioned, 24 March 1945. Released 2 May 1945. Medal presented 29 March 1944.

Sergeant Morrison has spent two and one-half years at this station in the Instrument Section, of which he is now in charge. He has devised many local methods of testing which have resulted in a highly satisfactory performance at this unit. Aircraft have very seldom been grounded for lack of instruments. He is untiring in his efforts, has shown great initiative and intelligence in the execution of his duties, and has excelled in the administration of his section.

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MORRISON, P/O James Robert (J18937) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 18 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1020/44 dated 12 May 1944. Born 19 February 1920 in Montreal; home there; enlisted there 22 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 1 September 1940 although posting to No.4 EFTS was dated 30 August 1940; graduated 3 November 1940 when posted to No.2 SFTS; graduated and promoted Sergeant, 28 January 1941. To Embarkation Depot, 18 February 1941. To RAF overseas, 6 March 1941. Commissioned 6 October 1943. Promoted Flying Officer, 4 April 1944. Repatriated 12 April 1944. To Mountain View, 24 May 1944. To Pennfield Ridge for transport conversion training, 25 July 1944; to No.165 Squadron, 28 August 1944. Served in postwar RCAF (service number 20095) as Flying Officer (pilot), 1 October 1946; promoted Flight Lieutenant, 19 May 1951.

This officer is a most efficient and determined captain of aircraft whose example has been reflected in the fine fighting qualities of his crew. On several occasions

his aircraft has been attacked by fighters and sustained damage. Nevertheless he has flown back to base each time. He has set an example of a high order.

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MORRISON, P/O John Robert (J15523) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 31 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO 232/43 dated 12 February 1943. Born in Winnipeg, 2 November 1921; home there; enlisted there 14 December 1939 with No.112 (Army Cooperation) Squadron. Promoted AC1, 14 March 1940. Trained at RCAF Station Rockcliffe as Air Gunner with that unit, being classified as Gunner on 1 April 1940. Promoted LAC, 14 June 1940. Promoted Sergeant, 7 August 1940. To No.405 Squadron overseas, 7 August 1941. Commissioned 1 May 1942. Promoted Flying Officer, 1 November 1942. Repatriated via Rockcliffe, 25 December 1942. To No.5 ITS, 5 February 1943; to No.13 EFTS, 2 April 1943; to No.2 SFTS, 12 June 1943. Ceased pilot training, and posted on 15 October 1943 to No.4 BGS; to No.3 WS, 15 March 1944; promoted Flight Lieutenant, 4 April 1944; to Pennfield Ridge, 20 September 1944. To No.2 Training Command, 17 November 1944. To No.18 SFTS, 22 November 1944. To No.5 Release Centre, 16 February 1945; released 20 February 1945.

This officer inspires all with whom he comes in contact on operations. He is cool and collected and as an air gunner he has set an exceptional example which has considerably helped in the successes achieved.

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MORRISON, F/L Norman Beverley (J13721) - **Distinguished Flying Cross** - No.619 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. Born 6 September 1920; home in Toronto; enlisted there 2 September 1941. To No.1 Manning Depot, 1 October 1941; to No.4 BGS (guard), 27 October 1941; to No.1 BGS, 23 November 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.2 SFTS until 9 May 1942; graduated and commissioned 28 August 1942. To "Y" Depot, Halifax, 11 September 1942; to RAF overseas, 22 October 1942. Promoted Flying Officer, 28 February 1943. Promoted Flight Lieutenant, 28 August 1944. Repatriated 8 August 1945. Released 27 September 1945. Medal sent by registered mail 16 July 1946. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8780 has recommendation dated 15 March 1944 when he had flown 24 sorties (183 hours 59 minutes) as follows:

* unsuccessful sortie; duty not carried out (DNCO)

24 July 1943 - Hamburg (4.59)
27 July 1943 - Hamburg (6.26)
7 August 1943 - Milan (8.58)
10 August 1943 - Nuremburg (7.41)
12 August 1943 - Milan (8.43)
30 August 1943 - Munchen Gladbach (4.57)
31 August 1943 - Berlin (7.33)
3 September 1943 - Berlin (6.30)
6 September 1943 - Munich (8.46)
22 September 1943 - Hanover (5.46)
3 October 1943 - Kassel (5.49)
7 October 1943 - Stuttgart (6.53)
8 October 1943 - Hanover (5.22)
20 October 1943 - Leipzig (7.44)
22 October 1943 - Kassel (2.42)*
10 November 1943 - Modane (6.30)*
26 November 1943 - Berlin (8.54)
3 December 1943 - Leipzig (7.06)
20 December 1943 - Frankfurt (6.02)
29 December 1943 - Berlin (7.12)
1 January 1944 - Berlin (8.04)
2 January 1944 - Berlin (7.55)
20 January 1944 - Berlin (7.24)
15 February 1944 - Berlin (2.39)*
19 February 1944 - Leipzig (7.10)
24 February 1944 - Schweinfurt (8.19)
25 February 1944 - Augsburg (7.55)

Acting Flight Lieutenant Morrison has shown himself to be a keen and determined operational pilot. He has made 24 successful raids against targets in Germany and Italy during this, his first tour, and seven of these have been against Berlin. His whole attitude towards operations has had a great effect in maintaining the high morale of the squadron.

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MORRISON, F/L Norman William (J15895) - **Mention in Despatches** - No.427 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April

1944. Born 6 October 1917. Home in Winnipeg; enlisted there 29 January 1941 and posted to No.2 Manning Depot. To No.1 Manning Depot, 28 February 1941. To No.1 WS, 24 March 1941. Promoted LAC, 29 May 1941; to No.6 BGS, 15 September 1941; graduated and promoted Sergeant, 13 October 1941. To Embarkation Depot, 14 October 1941; to RAF overseas, 2 November 1941. Commissioned 10 September 1942. Promoted Flying Officer and Flight Lieutenant, 7 February 1943. Also served at No.1666 Conversion Unit. Repatriated 20 October 1944; at No.5 OTU, 26 October 1944 to 13 September 1945. Released 15 September 1945. Rejoined RCAF as Radio Officer, 17 September 1950 (service number 50224), initially with No.2442 Aircraft Control and Warning Squadron, Auxiliary. Transferred to Regular Force in Fighter Control Branch, 9 August 1952. To Canadian Joint Staff, Washington, 1 February 1953. To No.51 Radar Squadron, Comox, 21 April 1956. Promoted Flight Lieutenant, 1 January 1957. Retired 19 September 1960. Died in Kamloops, British Columbia, 19 May 2014.

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MORRISON, F/O Roy Gordon (J9764) - **Distinguished Flying Cross** - No.35 Squadron - Awarded 31 May 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1338/43 dated 16 July 1943 - Born in Victoria, British Columbia, 31 December 1914; home in Vancouver (clerk and law student); enlisted there 9 January 1941 and posted to No.2 Manning Depot, Brandon. To No.1 ANS, Rivers, 21 February 1941 (guard duty). To No.2 ITS, Regina, 10 April 1941; graduated and promoted LAC, 27 May 1941; to No.2 EFTS, Fort William, 28 May 1941; ceased training 18 June 1941 and posted to Composite Training School, Trenton; to No.6 AOS, Prince Albert, 4 August 1941; graduated 25 October 1941 and posted to No.5 BGS, Dafoe, Saskatchewan; graduated and promoted Sergeant, 6 December 1941; posted next day to No.1 ANS, Rivers; graduated and commissioned, 5 January 1942; to "Y" Depot, 7 January 1942; to RAF overseas, 8 February 1942. Taken on strength of No.3 PRC, Bournemouth, 20 February 1942. To No.2 (O) AFU, 8 April 1942. Promoted Flying Officer, 23 April 1942. To No.23 OTU, 5 May 1942. To No.1651 Conversion Unit, 23 July 1942. However, that same date shows him as being taken on strength of No.419 Squadron. To No.35 Squadron, 4 March 1943. To No.405 Squadron, 17 May 1943. Promoted Flight Lieutenant, 1 June 1943. Killed in action 14 July 1943, with No.405 Squadron. Medal presented to next of kin, 15 January 1945. Cited with P/O W.S. Sherk (Bar to DFC), F/O G.G. McGladrey (DFC), and Sergeant D.G. Bebensee (DFM). See McGladrey for citation; incident occurred 20/21 April 1943.

When interviewed for the RCAF (23 July 1940) the Recruiting Officer (F/O C.A.D. Evans) wrote of him:

Has served ten years as Law Clerk and Student and is approved by Law Society of British Columbia under the Legal Professions Act to serve as an arycled clerk and student at law. This gives him educational level well in excess of his formal

education appearing in R.100 and above RCAF minimum. Is reserved but this will drop from him under Army experience. Is of definite officer quality. Is very anxious to serve and has tried the Army units, which are at strength, before seeking RCAF. His idea is to serve in active service and is keen to fly. Will make a painstaking and responsible officer and is thorough and well poised. Should make a good reconnaissance or long distance bombing pilot, and for which he has the natural attributes.

At No.2 ITS he placed 77th in a class of 232. Subjects and marks were: Mathematics (74/100), Armament P and O (70/100), Signals (95/100), Drill (81/100) Law and Discipline plus Sanitation (89/100).

There appears to be no record of his failed flying course at Fort William. At No.6 AOS he flew in Anson aircraft (28.35 as first navigator by day, 25.40 as second navigator by day, 3.45 as first navigator by night, 8.40 as second navigator by night. Air work described as "Not very quick but steady and should be good with more practice." Ground school subjects and marks were: DR Plotting (125/150), DR and DF, W/T, written (180/200), Compasses and Instruments (117/150), Signals, Lamp and Buzzer (100/100), Maps and Charts (91/100), Meteorology (79/100), Photography (81/100), Reconnaissance (79/100). Described as "Responsible and hard working, neat in plotting and log." Placed 12th in a class of 43.

At No.5 BGS, flew in Battle aircraft (17.10 day bombing, six hours day gunnery plus 7.55 as passenger). Average bombing error on exercises was 177 yards (best error was 119 yards), and average bombing error on low level exercises was 144 yards. He dropped a total of 66 bombs (high level) and 16 bombs (low level). In Gunnery he fired 1,280 rounds with following results: Beam Test (6.7 percent hits); Beam Relative Speed (6.2 percent hits); Under Tail Test (7.7 percent). Graded as a little above average as bomber and gunner; placed second in a class of 33.

At No.1 ANS he was in Ansons (6.35 as first navigator by day, 5.40 as second navigator by day; 5.50 as first navigator by night, 7.55 as second navigator by night). Described in the air as "Works hard but slow". Ground training courses and marks were: Astro Navigation (Plotting), 91/150 and Astro Navigation (Written), 92/100. Placed 7th in a class of 34.

NOTE: Public Record Office Air 2/4974 has recommendation for him, drafted 23 May 1943 when he had flown 32 sorties (191 operational hours). Sortie list and submission as follows:

1 June 1942 Essen
5 August 1942 Dunkirk
6 August 1942 Le Havre

3 September 1942	Emden
6 September 1942	Duisburg
8 September 1942	Frankfurt
13 September 1942	Bremen
19 September 1942	Saarbrücken
5 October 1942	Aachen
13 October 1942	Kiel
15 October 1942	Cologne
23 October 1942	Krefeld
31 October 1942	Emden
16 January 1943	Lorient
21 January 1943	Gardening, Frisian Islands
23 January 1943	Lorient
14 February 1943	Cologne
16 February 1943	Lorient
18 February 1943	Wilhelmshaven
19 February 1943	Wilhelmshaven
24 February 1943	Wilhelmshaven
26 February 1943	Cologne
28 February 1943	St.Nazaire
1 March 1943	Berlin
8 March 1943	Nuremberg; bombs dropped but one-third of incendiaries hung up, rear turret was unserviceable for 45 minutes, and port inner engine failed 250 miles from base.
9 March 1943	Munich; returned early with a faulty starboard engine
11 March 1943	Stuttgart; bombed successfully; wings holed by flak
13 April 1943	Spezia
16 April 1943	Mannheim
18 April 1943	Spezia
20 April 1943	Stettin - DFC event
26 April 1943	Duisburg

Flying Officer Morrison was navigator in an aircraft detailed to attack Stettin on the night 20/21st April 1943.

On the second bombing run over the target the bomb aimer has just reported bombs gone and the captain was turning off when the aircraft was struck by falling incendiaries. The cockpit was filled with smoke and flames and the controls became jammed causing the aircraft to fall out of control in a steep spiral. Flying Officer Morrison and the wireless operator were attempting to

extinguish the flames when the captain ordered the crew to abandon the aircraft.

The wireless operator's parachute had fallen through the escape hatch and Flying Officer Morrison and he were in the act of dropping out with one parachute, having hitched their harness together, when control of the aircraft was regained and the order to abandon the aircraft cancelled; a course was now set for the Danish coast. The navigation log charts and instruments had been lost through the open escape hatch, but Flying Officer Morrison, showing great skill, was able to give his captain most accurate courses to the English coast and subsequently to base with the full knowledge that a serious error might prove disastrous as 120 gallons of petrol had been lost through an incendiary holing a tank.

In recognition of his large part in the safe return of his damaged aircraft Flying Officer Morrison is recommended for the immediate award of the Distinguished Flying Cross.

Particulars of Death: Halifax HR905 took off at 2315 hours, 13 July 1943 to attack Aachen. Crew consisted of the following: 39805 S/L D.L. Wolfe, DFC, Canadian in the RAF (pilot), J9764 F/L R.G. Morrison (navigator), J17710 P/O E.M. Witt (bomb aimer), J6843 F/O G.C. McGaldrey, DFC (WOP/AG), J12952 F/O D.M. Clarke (Air Gunner), R94919 Flight Sergeant T.H. Emerson (Air Gunner), R68061 Sergeant D. Bebensee, DFM (Flight Engineer) and NZ 413997 F/O E.J. Smith (second pilot). Of these, Clarke and Smith survived, wounded, and were taken prisoner. Aircraft shot down near Venlo, Holland.

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MORRISON, P/O Samuel Richard (J85734) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 8 September 1944 as per **London Gazette** of that date and AFRO 2373/44 dated 3 November 1944. Born 6 July 1920 in Toronto, 1920; home there; enlisted there as an airframe mechanic, 24 July 1940. To School of Technical Training, St. Thomas, 28 August 1940. Promoted AC1, 13 January 1941. To No.7 SFTS, 15 January 1941. To No.12 SFTS, 16 May 1941. Promoted LAC, 1 July 1941. To "Y" Depot, 27 November 1941. Remustered for aircrew, 5 December 1941, reverting to AC2. To No.1 ITS that date; graduated 30 January 1942 when LAC rank restored; to No.10 EFTS, 14 February 1942; to No.6 SFTS, 25 April 1942; ceased training 27 May 1942 when posted to Trenton; to No.3 BGS, 20 June 1942; graduated and promoted Sergeant, 31 July 1942. To "Y" Depot, Halifax, 1 August 1942; to RAF overseas, 20 August 1942. Promoted Flight Sergeant, 31 January 1943. Promoted WO2, 31 July 1943. Promoted WO1, date uncertain. Commissioned 1 April 1944. Repatriated 19 August 1944. To No.5 OTU, 20 September 1944. Promoted Flying Officer, 14 March 1945. Released 26 April 1945. Medal

presented 22 June 1949. Died at Gravenhurst, Ontario, 8 October 1961 as per **Legionary of December 1961** (Archives copy to frail to photocopy).

This officer has completed two tours of operations in the role of rear gunner and has displayed great coolness and skill. On several occasions his vigilance and well directed combat manoeuvres have enabled his pilot to evade enemy fighters. He has proved himself to be a brave and devoted member of aircraft crew.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has recommendation raised by W/C R. A. McLernon, 4 July 1944 when he had completed 45 sorties (250 hours 30 minutes) in two tours (first was 24 sorties, 146 hours five minutes; second was 21 sorties, 104 hours 25 minutes): Submission as follows:

24 February 1943 - Wilhelmshaven (5.10)
26 February 1943 - Cologne (5.20)
27 February 1943 - Gardening, Simonland (4.20)
1 March 1943 - Berlin (8.05)
5 March 1943 - Essen (5.10)
9 March 1943 - Munich (9.50)
12 March 1943 - Essen (5.10)
8 April 1943 - Duisburg (6.10)
10 April 1943 - Frankfurt (8.15)
14 April 1943 - Stuttgart (8.20)
16 April 1943 - Pilsen (10.25)
20 April 1943 - Stettin (9.00)
22 April 1943 - Simonland (3.55)
30 April 1943 - Essen (5.20)
4 May 1943 - Dortmund (4.45)
23 May 1943 - Dortmund (4.40)
27 May 1943 - Essen (4.40)
11 June 1943 - Dusseldorf (5.50)
21 June 1943 - Krefeld (4.35)
22 June 1943 - Mulheim (4.35)
24 June 1943 - Wuppertal (5.25)
25 June 1943 - Gelsenkirchen (5.00)
28 June 1943 - Cologne (6.15)
3 July 1943 - Cologne (6.35)
* * * * *
25 March 1944 - Aulnoye (5.20)

26 March 1944 - Essen (5.30)
30 March 1944 - Nuremberg (7.25)
10 April 1944 - Laon (4.40)
20 April 1944 - Cologne (5.00)
22 April 1944 - Dusseldorf (5.05)
24 April 1944 - Karlsruhe (6.25)
27 April 1944 - Friedrichshaven (8.15)
8 May 1944 - Haine St. Pierre (4.10)
10 May 1944 - Ghent (3.40)
11 May 1944 - Boulogne (3.10)
22 May 1944 - Dortmund (4.25)
5 June 1944 - Longues (4.35)
6 June 1944 - Coutances (5.55)
8 June 1944 - Mayenne (6.45)
12 June 1944 - Cambrai (4.30)
14 June 1944 - St. Pol (3.55)
15 June 1944 - Boulogne (3.25)
16 June 1944 - Sterkrade (4.30)
21 June 1944 - St. Martin (3.55)
23 June 1944 - Bientqie (3.50)

Pilot Officer Morrison, Rear Gunner, has completed a very large number of sorties during two complete tours of operations against the enemy from this country. He has flown as rear gunner against all major targets in Germany, including Berlin, Hamburg, Essen and Pilsen. On many occasions he has saved his aircraft and crew from almost certain destruction by his constant vigilance and well calculated evasive action. On one occasion, when detailed to fly as rear gunner on a trip to Nuremberg, Pilot Officer Morrison beat off several attacks by an enemy fighter which he probably destroyed and his aircraft was quite undamaged.

Pilot Officer Morrison is an exceptionally cool and efficient rear gunner. He has set a splendid example to all the gunners on this squadron. Therefore I recommend that he be awarded a non-immediate Distinguished Flying Cross.

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MORRISON, Corporal (now Sergeant) Thomas Ross (R90615) - **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 14 July 1912. Home in Toronto; enlisted in North Bay, 9 April

1941 as Radar mechanic and posted to No.1 Manning Depot. To University of Toronto, 23 May 1941. Promoted LAC, 3 November 1941. To No.1 Manning Depot, 13 November 1941. To No.31 Radio School, 20 November 1941; to "Y" Depot, date uncertain; to RAF overseas, 23 January 1942; promoted Corporal, 1 October 1942. Promoted Sergeant, 1 April 1943. Repatriated 23 October 1945; released 3 December 1945. No citation in AFRO.

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MORRISSETTE, F/L Andre Rene (J4102) - **Commended for Valuable Services in the Air** - No.11 EFTS - Awarded 16 April 1943 as per **London Gazette** of 13 April 1943 and AFRO 1035/43 dated 4 June 1943. Born in Montreal, 28 September 1916; educated there including Sir George Williams College. Home in Trois Rivieres, Quebec; enlisted in Montreal, 20 July 1940. To No.12 Equipment Depot, 16 August 1940. To No.2 ITS, 30 August 1940; graduated and promoted LAC, 30 September 1940 but not posted to No.5 EFTS until 7 October 1940; graduated 28 November 1940 when posted to No.3 SFTS; graduated and commissioned 16 February 1941; posted that date to Trenton. Promoted Flying Officer, 16 February 1942. Promoted Flight Lieutenant, 15 July 1942. To No.11 EFTS, date uncertain; to No.17 EFTS, 29 April 1943; promoted Squadron Leader, 1 September 1943; to No.10 EFTS, 24 September 1943; to No.1 Air Command, 22 April 1944; to AFHQ, 16 November 1944; to Uplands, 1 May 1945; released 2 August 1945 (retired to St. Lambert, Quebec). Rejoined RCAF Auxiliary (No.438 Squadron), 1 October 1946, service number 120092, retaining rank of Squadron Leader; resigned commission 1 September 1949. Governor General's Records (RG.7 Group 26, Volume 57, File 190-I) has citation.

Flight Lieutenant Morrisette has been employed as an Assistant Supervisory Officer and later as assistant Chief Flying Instructor during a period of one year and three months. He has always displayed outstanding devotion to duty and this, coupled with his reliability, has proven him to be a very capable Flying Instructor. He has completed 800 instructional hours over a period of twenty-two months.

MORRISSETTE, S/L Andre Rene (J4102) - **Air Force Cross** - No. 10 EFTS - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Described as having flown 1,385 hours to date, 1,209 hours as instructor, 162.15 hours in previous six months.

This conscientious officer has completed three years of flying instructional duties. He has been an excellent organizer and a keen pilot in completing cheerfully his allotted work throughout his career. His enthusiasm, devotion to duty and skill as a pilot and instructor have made an outstanding contribution to the Air Training Plan.

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MORRISSY, Sergeant Harry (R100533) - **Distinguished Flying Medal** - No.102 Squadron - Award effective 14 December 1942 as per **London Gazette** dated 30 December 1942 and AFRO 2113/42 dated 30 December 1942. American in the RCAF; born in Cheltenham, Pennsylvania, 2 January 1917; home there (polisher in a bearings factory). Enlisted in Toronto, 25 March 1941 and posted to No.1 Manning Depot. To Camp Borden, 23 April 1941. To No.1 ITS, Toronto, 10 June 1941; graduated and promoted LAC, 15 July 1941; posted next day to No.7 EFTS, Windsor; graduated 13 September 1941 when posted to No.16 SFTS, Hagersville; graduated and promoted Sergeant, 5 December 1941. To "Y" Depot, Halifax, 6 December 1941; absent without leave, 18 December 1941 to 15 January 1942; to RAF overseas, 23 January 1942. Taken on strength of No.3 PRC, Bournemouth, 10 February 1942. To No.14 (Pilots) AFU, 14 April 1942. Attended No.1518 Beam Approach Training Flight, 16-23 May 1942. To No.19 OTU, 17 June 1942. To No.103 Conversion Unit and Squadron, 3 September 1942. Killed in action 3 December 1942; buried in Belgium.

One night in November 1942, Sergeant Morrissy captained an aircraft detailed to attack Turin. During the takeoff the hatch cover above his head blew open and all attempts to close and secure it were unavailable [sic]. Although it was necessary to jettison the hatch cover, leaving him exposed to intense cold and extreme discomfort, Sergeant Morrissy flew on to the target and successfully bombed it. Throughout the flight this airman displayed outstanding determination and devotion to duty.

NOTE: Public Record Office Air 2/4922 has recommendation drafted 26 November 1942 by the Commanding Officer, No.102 Squadron, when he had flown twelve sorties (83 operational hours).

Sergeant Morrissy (an American) was the captain of an aircraft detailed to attack Turin on the night of 18th/19th November 1942. During the take-off, the hatch above the captain's head blew open and although several attempts were made by members of the crew, it was found impossible to close and secure it and it was eventually jettisoned for reasons of safety. Sergeant Morrissy was, therefore, exposed to intense cold and suffered extreme discomfort from the blinding force of the slipstream, but adopting a crouching position, he decided to proceed with his mission and with dogged determination flew over the Alps to the target, where a very successful attack was made and after evading accurate anti-aircraft fire from the French coast on the return journey, landed safely after a flight lasting eight hours.

By his tenacity and devotion to duty, this Non-Commissioned Officer pressed home the attack with excellent effect and scorned the waste of effort which turning back would have entailed. I consider that his conduct fully merits the award of the Distinguished Flying Medal.

This was supported by the Base Commander, Station Pocklington (1 December 1942) and the Air Officer Commanding, No.4 Group (4 December 1942).

The website "Lost Bombers" gives the following respecting his last sortie. Halifax W7913, No.102 Squadron (DY-C), target Frankfurt. This was one of three No.102 Squadron Halifaxes lost on this operation; the others were W7884 and W7916. Airborne at 0145 hours, 3 December 1942 from Pocklington. Shot down by a night-fighter (Oblt Ludwig Meister, 1./NJG4) and crashed between Resteigne and Grupont (Luxembourg), two small vilages SSW and SSE of Rochefort, Belgium. Crew (all killed) consisted of Sergeant H.Morrissy, DFM, RCAF, Sergeant R.F.H.Kenyon, Sergeant J.M.B.Albrecht, P/O D.E. Pike, Sergeant E.L.R. Brown, Sergeant G.A.Robson, Sergeant J.W.Taylor, and Sergeant T. McCallum.

Training: Interviewed 19 March 1941 in Toronto, at which time he was described as "Good clean cut American lad of Irish descent. Keen, alert, and intelligent. Will make first class aircrew material."

Course at No.1 ITS was 9 June tp 14 July 1941. Courses and marks as follows: Mathematics (75/100), Armament, practical and oral (72/100), Signals (96/100), Hygiene and sanitation (39/40), Drill (80/100). Law and Discipline (57/60). Placed 91st in a class of 159. "Intends to put everything into becoming pilot and is confident of success. Appears cools and determined. Is enthusiastic and very desirous of securing his objective."

Course at No.7 EFTS was 15 July to 1 September 1941. Flew Fleet Finch (24.55 day dual, 39.10 day solo, of which 5.10 on instruments; also ten hours in Link). "Trainee is quick to learn, retains knowledge well, likes flying, very eager. Not as punctual as he could be at times. Pleasant personality. He works hard, should make good service pilot. No outstanding faults." (A.J. Lewis, Chief Flying Instructor). Ground courses and marks in Airmanship (122/200), Airframes (70/100), Aero Engines (68/100), Signals, practical (94/100), Theory of Flight (69/100), Air Navigation (130/200), Armament, oral (94/200 on first test, 120/200 on supplemental), graded 160/200 on "Qualities as an Officer." Placed 29th in a class of 35. "Conduct fair. This lad disappears whenever he gets the notion. Good material but needs an iron hand." (5 September 1941, Chief Ground Instructor appears to sign as "Reynolds.).

Course at No.16 SFTS was 13 September to 5 December 1941. Flew in Anson aircraft - 43.35

day dual, 41.40 day solo, 1.55 night dual, 10.05 night solo. Of this, 18.40 on instruments. Also logged 20.45 in Link and 19.00 as passenger. "Good average pupil, quick to learn and gain confidence. Fairly steady average on instruments. Was slow in making compass turns at beginning." Ground school courses were Airmanship and Maintenance (143/200), Armament, written (80/100), Armament, practical (76/100), Navigation and Meteorology (147/200), Signals, written (85/100), Signals, practical (45/50). "Slightly above average as a student and of good personality and deportment." Placed 22nd in a class of 38. G/C G.S. O'Brian wrote, "This man impressed me most favourably."

Course at No.14 (Pilots) AFU involved Oxfords - 18.05 day dual, 11.40 day solo, 2.50 night dual, 2.50 night solo. Of this, 5.10 on instruments. Also logged 5.15 in Link. Course at No.1518 Beam Approach Training Flight, 16-23 May 1942 involved flying in Oxford aircraft - ten hours dual, all of which was beam and instrument flying, plus five hours in Link. Graded "average" in Knowledge of Beam Procedure, Knowledge of Receiver Operation, Application, Instrument Flying and Cloud Flying. "Has completed good course, appears very keen, knows procedure."

Course at No.19 OTU was 17 June to 24 August 1942. Flew 4.20 day dual, 10.15 day at controls with a captain, 14.10 day at controls without a captain, 10.50 day crew training, 3.15 night dual, 5.50 night at controls with a captain, 55.25 night at controls without a captain, 10.05 crew training. Of these times, 28.10 was on instruments. Also logged 23.30 in Link. Undertook both night photography and infra red exercises. Dropped 45 bombs by day (best error was 116 yards) and 60 bombs by night (best error was 63 yards). Rated "average" in most respects but "Above Average" in Sense of Responsibility, Leadership and Self-Control. "A good average pilot who will be a sound operational captain. He perseveres and obtains results without any fuss or bother. He joined his present crew two weeks ago, after a short period of sickness, which put him back one course. He has completed eleven cross countries, including seven night, two of which were Bullseye exercises. A war loan climb has been carried out and all his cross countries were done at a height of above 10,000 feet. (25 August 1942, signature looks like W/C B.V. Robinson).

At No.19 OTU had one accident with Whitley P5020, 21 August 1942, on cross-country night flight, landing at Forres. On return he was circling when starboard engine began to emit tongues of flame from exhaust ports. Petrol to starboard engine turned off and after about one-half minute the engine was switched off. Flames began to die down. Pilot selected undercarriage down, Bomb Aimer commenced operating hand pump, but selector returned to neutral. Pilot again selected lever down, this time held down by navigator while Bomb Aimer operated hand pump. Wheels gave no indication of going down so pilot decided to make belly landing. When aircraft came to rest, he realized he had selected undercarriage lever for "up" instead of "down." The engine trouble was attributed to loss of glycol. Report noted, "Up to

the time of this accident, this pilot had proved himself reliable and satisfactory. Though he was involved with the single engine landing at night, it can in no way absolve him from blame for this serious error in cockpit drill, and it is recommended that his log book is endorsed 'Carelessness'. Had the Navigator, who was holding the selector lever in the position the pilot had selected, been more familiar with his aircraft, he would have been able to correct the pilot's error."

Added Notes: On 30 June 1941 convicted of being absent without leave for eleven hours; sentenced to seven days confined to barracks. On 4 July 1941 he broke out of barracks, was absent from defaulter parade and absent without leave for two days 18 hours (48 hours detention). On 23 August 1941, at No.7 EFTS, he was again absent without permission for eight hours 15 minutes (eight days confined to barracks and fined one day of pay). On 20 October 1941 he went absent without leave from No.16 SFTS for 13 hours 35 minutes (three days confined to barracks). Absent without leave from "Y" Depot, 18 December 1941 to 15 January 1942 (27 days 19 hours) for which he was reprimanded and forfeited 28 days pay.

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MORROW, G/C George Graham (C1913) - **Officer, Order of the British Empire** - RCAF Overseas Headquarters - Awarded 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 7 June 1908 in Toronto (RCAF Press Release 4907 reporting award). Educated at Upper Canada College, University of Toronto and Osgoode Hall Law School; member of Upper Canada College Cadet Corps and University of Toronto COTC. January 1927 to May 1927, attached to COTC from Queen's Own Rifles; April 1927, appointed Provisional Lieutenant with the Queen's Own Rifles and posted to "C" Company, 1st Battalion; 1 May 1927, promoted Lieutenant; appointed Assistant Adjutant, 1st Battalion, September 1929 to September 1930; in September 1930 on duty with "A" Company, 1st Battalion; January 1933, appointed Adjutant 1st Battalion; 3 July 1933, promoted Captain; passed "Proficiency in Riding" Course; in September 1936 appointed second in command of "D" Company, 1st Battalion; April 1937, appointed second in command of HQ Company; 5 October 1937, transferred to Corps Reserve; October 1939, transferred to Osgoode Hall Contingent, Canadian Officer Training Corps on appointment as second in command of B Company with rank of Captain. Resigned Queen's Own Rifles commission on transfer to RCAF, 2 April 1940 with rank of Flight Lieutenant (Administrative Branch) and assigned to AFHQ. Appointed Legal Officer, No.1 Training Command. In September 1940., loaned to Royal Air Force for duty as liaison officer and Adm Officer, 31 SFTS, Kingston, Ontario. April 1941 to be Organization Officer, No 1 Air Training Command; May 1941, to Legal Branch, Air Force Headquarters, Ottawa and temporary duty Overseas Headquarters, London, England. Promoted Squadron Leader, 1 June 1942; October 1942 to be Staff Officer to Chief of Air Staff, Ottawa; November 1942, to be Permanent Secretary, Canadian Chiefs of Staff Committee,

Ottawa. Promoted Wing Commander, 1 March 1943. To No.5 Manning Depot, 9 December 1943. To RCAF Overseas Headquarters, 10 December 1943 as Executive Assistant to Air Officer Commanding, RCAF Overseas, London. Promoted Group Captain, 1 March 1944; awarded Efficiency Decoration, September 1944. Repatriated 3 December 1944. To Class "E" Reserve, 30 January 1945 on appointment to Department of External Affairs as First Secretary, Canadian Embassy, Washington. November 1946, transferred to General Section, RCAF Reserve on relinquishing appointment with Department of External Affairs. 1948, appointed Provisional Legal Officer, Dominion Executive, Royal Canadian Air Force Association. Awarded Queen's Coronation Medal, 26 October 1953 (Group Captain, AFHQ); not clear how this came about as he was clearly retired in 1945. Died in Toronto, 1987. Photo PL-31606 (ex UK-13060 dated 3 August 1944) shows, left-to-right, a Mr. Guthrie (Air Ministry), G/C C.C.P. Graham, Air Marshal L.S. Breadner, F/L R.S. McCartney, G/C G.G. Morrow, F/L S.F. Hanlon, A/V/M N.R. Anderson. Photo PL-31610 (ex UK-13064 dated 3 August 1944) is captioned as follows: "A/V/M N.R. Anderson, right, chats with G/C C.C. Graham, following his [Anderson's] return from Canada. G/C G.G. Morrow, centre, who made the trip to Canada with the Air Vice-Marshal, looks on. In the background Air Marshal L.S. Breadner, CB, DSC, who was at the airfield to greet A/V/M Anderson, is shown speaking to F/L S.F. Hanlon."

This officer has been employed on wartime administrative duties in the Royal Canadian Air Force both overseas and in Canada for the past four years. He has been employed on special duties in the Ottawa Air Training Conference, May 1942, and legal conference at Air Ministry, July 1942; as Secretary to the Chief of the Air Staff, as Secretary to the Chief of Air Staff Committee, Ottawa, and, latterly, as Executive Assistant to the Air Officer Commanding-in-Chief, Royal Canadian Air Force Overseas. He has filled these tasks in a most capable and efficient manner, and throughout, his devotion to duty has been exceptional.

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MORROW, S/L Robert Ellis Evan (C1238) - **Distinguished Flying Cross** - No.402 Squadron - Award effective 2 August 1942 as per **London Gazette** dated 18 August 1942 and AFRO 1413 dated 4 September 1942. Born in Crossfield, Alberta, 20 January 1916 (RCAF press release 2659 announcing MiD). Joined RCAF, 9 October 1939. Trained at Brandon, Trenton and Camp Borden. Promoted Flying Officer, 8 June 1940; with No.402 Squadron as of 27 September 1940. Promoted Flight Lieutenant, 18 May 1941; Promoted Squadron Leader, 14 December 1941; served as Commanding Officer, No.402 Squadron, 15 December 1941 to 17 August 1942. To RCAF Overseas Headquarters, 19 August 1942. Repatriated to Canada, 23 December 1942 when posted to Rockcliffe. To Trenton, 3 January 1943. To No.1 Composite Training School, 4 January 1943. To Western Air Command, 28 January 1943. Promoted Wing Commander, 1 February 1943 and appointed Commanding Officer, RCAF Wing in Alaska. To Boundary Bay, 11

November 1943 to command. To AFHQ, 20 February 1944. To War Staff College, 3 July 1944 (DFC presented 18 April 1944). To command of No.4 BGS, 19 November 1944 ; to command of No.1 WS. 18 February 1945. To No.8 Release Centre, 31 October 1945. To Reserve, 19 November 1945. Re-engaged in Regular Force, 1 October 1946 to 18 August 1947 (120569). Subsequently in RCAF Auxiliary with No.401 Squadron to 1951. Victories were on 13 May 1941 (one Ju.88 damaged east of Mabelthorpe), 18 September 1941 (one Bf.109 probably destroyed north of St.Valery), 8 June 1942 (one FW.190 damaged, St.Omer), 15 July 1942 (one FW.190 destroyed, shared with five other pilots). Postwar lawyer-businessman (Anglo-Newfoundland Development, Gaspesia Paper, Consolidated Bathurst, Boeing Aircraft. RCAF photo PL-4691 (ex UK-433) shows him seated in cockpit of a Hurricane. RCAF photo PL-28692 (ex UK-9915 dated 20 April 1944) taken outside Buckingham Palace with guest, Lieutenant-Commander G.Y. Jumper (Sacramento, California) following investiture; he was then a Wing Commander. Died in Montreal, 9 March 1998.

This officer has completed many operational sorties. His brilliant leadership and skill have contributed materially to the high standard of efficiency and fighting spirit of his squadron. On one occasion he led the squadron in a low level attack on five enemy destroyers. One of them was believed to have been sunk while the remainder were damaged. Squadron Leader Morrow has destroyed one and assisted in the destruction of another hostile aircraft.

MORROW, W/C Robert Ellis Evan, DFC (C1238) - **Mention in Despatches** - RCAF Alaska Wing (now Station Boundary Bay) - Award effective 1 January 1944 as per **Canada Gazette** and **London Gazette** of that date and AFRO 113/44 dated 21 January 1944.

Wing Commander Morrow has displayed exceptional qualities as a leader and fighter pilot. His liaison work and friendly co-operation with the United States forces has been highly commended as a valuable contribution to the joint war effort.

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MORSE, F/O Hugh Fitch (J27017) - **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. Home in Haney, British Columbia; enlisted in Montreal, 6 June 1941 and posted to No.4 Manning Depot. To No.1 WS, 27 July 1941. To No.3 ITS, 23 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.4 EFTS; graduated 23 November 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 10 April 1942. Date of commission unclear. Postings in late 1942 and early 1943 unclear but seems to have gone at one point to No.132 (F) Squadron. To No.111 (F) Squadron, 30 June 1943. To No.14 (F) Squadron, 14 July 1943. To "Y" Depot, 12 January 1944. Taken on strength of No.3 PRC,

Bournemouth, 20 January 1944. Repatriated 31 December 1944. Retired 25 February 1945. Medal presented 29 January 1947. Died 1 May 2008 in Maple Ridge, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008. See RCAF photo PL-29092 (ex UK-10002 dated 27 April 1944; caption gives birth date as 25 April 1944.

Flying Officer Morse has now completed his first tour of operations. He has at all times displayed a fine fighting spirit and great determination to engage the enemy. In August 1944 this officer destroyed or damaged thirty-seven enemy vehicles bringing his total of enemy vehicles destroyed or damaged since the invasion of the continent to sixty-eight. In addition to this fine achievement he has damaged one enemy aircraft. The cool precision and effectiveness of Flying Officer Morse's low level attacks have set an exceptionally fine example to other pilots.

NOTE: DHist file 181.009 D.2833 (RG.24 Volume 20632) has recommendation dated 9 September 1944 which bears comparison. As of that date he had flown 158 sorties (196 hours):

Flying Officer Morse has completed a tour of operations and has at all times displayed a fine fighting spirit and great determination to engage the enemy both in the air and on the ground. On August 18th and 19th, 1944, this officer destroyed or damaged 37 enemy vehicles bringing his total to 68 enemy vehicles destroyed or damaged since the invasion of the continent. In addition to this he has damaged one enemy aircraft. The cool precision and effectiveness of this pilot's low level attacks in most heavily defended areas has set an exceptionally fine example for the squadron and his work is worthy of the highest praise.

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MORTON, FS Carl Lowell (R101074) - **Distinguished Flying Medal** - No.78 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 13 August 1943 and AFRO 1849/43 dated 10 September 1943. Born 1 September 1916. Home in Berkley, California; enlisted in Vancouver, 22 April 1941 and posted to No.2A Manning Depot. To No.2 ITS, 2 July 1941; graduated and promoted LAC, 3 August 1941 when posted to No.2 AOS, to No.2 BGS, 25 October 1941; graduated and promoted Sergeant, 6 December 1941 when posted to No.1 ANS; graduated 6 January 1942 when posted to "Y" Depot; to RAF overseas, 8 February 1942. Discharged to American forces, 1 June 1943. Medal presented 10 May 1946.

Flight Sergeant Morton has completed his first operational tour and has flown over a large number of the most heavily defended areas of Germany. On all

occasions he has performed his duties with high courage and determination.

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MORTON, P/O Earl Frederick (J16333) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 20 July 1943 as per **London Gazette** dated 27 July 1943 and AFRO 1724/43 dated 27 August 1943. Born 24 October 1916 at Mapleton, Nova Scotia; home at Three Mile Plains, Nova Scotia. Educated there and at Windsor Academy plus Provincial Normal School. Teacher for four years. Enlisted in Halifax, 7 November 1940 and immediately posted to No.1 Manning Depot. To No.2 Manning Depot, 17 December 1940. To No.3 ITS, Victoriaville, 23 March 1941; graduated and promoted LAC, 3 May 1941; to No.1 Manning Depot that date; to No.5 AOS, 24 May 1941; to No.3 BGS, 17 August 1941; promoted Sergeant, 29 September 1941; to No.1 ANS, 30 September 1941; graduated 27 October 1941 and posted next day to "Y" Depot; to RAF overseas, 11 November 1941. Arrived in UK, 23 November 1941; to No.418 Squadron 28 June 1942. Commissioned 21 October 1942. Promoted Flying Officer, 21 April 1943. To No.1 Radio School, 7 June 1943. To No.418 Squadron, 28 October 1943; to No.60 OTU, 30 November 1943. Killed in flying accident, 14 February 1944 (Mosquito HX863, No.60 OTU). Medal presented by Governor General to next-of-kin, 12 December 1944. RCAF photo PL-34540 taken on occasion of presentation to Mrs. M.K. Coffey (sister, Windsor, Nova Scotia), accompanied by Mr. G. Coffey, husband.

As observer/navigator this officer has flown on operations continuously since March 1942. He has participated in numerous patrols over enemy airfields in France, Belgium and Holland in attacks on enemy trains and marshalling yards and in several bombing sorties. On all occasions he has been of great assistance to his captain and played a vital part in the successes attained. Pilot Officer Morton, over a long period, has shown a fine fighting spirit, ability and efficiency and has also been of great assistance in training less experienced observers.

NOTE: Public Records Office Air 2/8971 has recommendation by W/C J.H. Little, DFC dated 12 May 1943 which goes into much more detail:

Pilot Officer Morton has acted as Pilot Officer Craft's observer and navigator on 30 operational sorties. He has been on operations continuously from 22nd March, 1942 to 7th May, 1943, during which he has acted as observer and navigator on patrols of all enemy aerodromes in France, Belgium and Holland. Upon a number of sorties, including several bombing attacks on enemy aerodromes, six of which were made in support of Bomber Command major bombing efforts, numerous trains and marshalling yards have been attacked and on the night of 7th May 1943, Pilot Officer Craft destroyed a Junkers 88 south of

Paris. There is no doubt that Pilot Officer Morton has played a vital part in the success achieved by Pilot Officer Craft and it is impossible to divide the benefit which the squadron has received from the example of this aircrew between one or the other of them. Pilot Officer Morton has been astute to pass on to other observers less experienced than himself the information he has gained during his tour of operations and in so doing is largely responsible for the high standard of efficiency attained by other observers in his flight. Pilot Officer Morton was commissioned in this squadron on 21st October 1942, and both as a Non-Commissioned Officer and an officer he has discharged his duties both as a squadron member and as a part of an operational crew in a manner which has set a shining example to all concerned.

Described in one document as having suffered hardship by being son of an impoverished Nova Scotia farmer. In November 1943 the family tried to have him repatriated on compassionate grounds as his father was dying; this was refused. Applied for RCAF Operational Badge, 8 December 1943, stating he had flown 34 sorties (94 operational hours), 21 October 1942 to 9 June 1943.

Particulars of death: Accident occurred at 1110 hours, 14 February 1944 over Irish Sea. Pilot was J4815 F/L W.E. Culcheth, considered an experienced pilot who had conducted four similar exercises previously. . They were on an air firing exercise and cloud conditions on range were just within limits for air-to-air firing. Visibility seawards was good. The pilot carried out two attacks on a drogue successfully and was carrying out a third attack from the port quarter closing to break-away position when he appeared to carry out a roll to starboard followed by commencement of a second roll to starboard from which he appeared to go into a spin and hit the sea. The aircraft exploded on impact and the petrol on sea burned for awhile. Aircraft deemed to have sustained a high speed stall.

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MORTON, Sergeant Horace Albert (R50155) - **Mention in Despatches** - No.405 Squadron (unit identified in obituary; AFRO says only "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Barss Corner, Nova Scotia, 24 May 1910; moved to Kentville, in 1932; enlisted in Halifax,, 5 February 1940 as Electrician. To "B", 15 March 1940. Promoted AC1, 5 May 1940. Promoted LAC, 5 August 1940. To No.1 SFTS, 3 September 1940; promoted Corporal, 1 December 1941. To "Y" Depot, 2 January 1942; to RAF overseas, 7 January 1942; promoted Sergeant, 1 October 1942. Repatriated 7 June 1945; released 27 July 1945. Died in Kentville, 8 September 2010. No citation in AFRO.

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MORTON, S/L James (C3649) - **Member, Order of the British Empire** - No.1 Central Navigation 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 Sunderland, England, 5 August 1908 (RCAF Press Release 4907 reporting award). Educated in England and at Queen's University. Accountant with the Royal Bank in Toronto; enlisted in Toronto on 10 January 1941 in Accounts Branch. Served at Dafoe, Rivers and Edmonton. At No.5 BGS as of 30 September 1941. Promoted Flight Lieutenant, 15 December 1941. To No.1 CNS, 11 November 1942. Promoted Squadron Leader, 15 April 1943. To AFHQ, 8 April 1945. Retained rank on being chosen for postwar RCAF (19976). To Edmonton, 15 September 1948. To Air Defence Command Headquarters, 29 November 1949. Promoted Wing Commander, 1 January 1953. To AFHQ, 21 September 1954. Retired 7 January 1966. Medal presented by Governor General, 27 June 1945. Died in Honolulu, 25 May 1992, after living 20 years in Hawaii.

This accountant officer, throughout his service career, has displayed exceptional devotion to duty. His keen interest and diversified and energetic efforts on behalf of the welfare of airmen have contributed much to the morale of the station on which he has served. His exceptional knowledge and ability have been applied in a most meritorious performance of service which has been an inspiring example to all with whom he has been associated.

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MORTON, F/L John Alexander (J7451) - **Distinguished Flying Cross** - No.400 Squadron - Award effective 23 March 1945 as per **London Gazette** dated 3 April 1945 and AFRO 765/45 dated 4 May 1945. Born 2 August 1915 in Didsbury, Alberta; home there (farmer, ex-Royal Canadian Artillery); enlisted in Calgary 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 3 July 1941 when posted to No.1 SFTS; graduated and commissioned, 13 September 1941. To "Y" Depot, 14 September 1941. To RAF overseas, 4 October 1941. Promoted Flying Officer, 20 August 1942. Promoted Flight Lieutenant, 13 September 1943. Repatriated 7 October 1944. To No.2 Release Centre, 19 November 1944. Posting changed and taken on strength of No.3 PRC, Bournemouth, 24 November 1944. Promoted Squadron Leader, 13 May 1945. Repatriated 17 October 1945. To No.7 Release Centre, 24 October 1945. Retired 16 November 1945. Living in Calgary in 1947. Medal presented 9 July 1949. Photo PL-23726 is a portrait. RCAF photo PL-45620 (ex UK-23185 dated 19 August 1945) taken at No.39 Wing field, Copenhagen; standing in front of jeep are F/O Don B. Graham (Ottawa) and the Commanding Officer of No.400 Squadron, S/L Jack A. Morton (Disbury).

On intruder operations Flight Lieutenant Morton has invariably displayed great skill, courage and determination. Prior to the invasion of France he participated in many missions. Many of these were completed in the face of heavy anti-aircraft fire and enemy aircraft were frequently encountered. Flight Lieutenant Morton has destroyed one enemy aircraft, damaged locomotives and achieved much success on photographic reconnaissance. His keenness and his devotion to duty have been an example to the squadron.

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MORTON, F/O John Frederick (J29163) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 3 June 1917 at Melfort, Saskatchewan; home at Niagara-on-the Lake, Ontario (machine and tractor driver); enlisted in Hamilton, 11 June 1942 and posted to No.1 Manning Depot. To No.1 SFTS (guard), 13 August 1942. To No.5 ITS, 10 October 1942; graduated and promoted LAC, 30 December 1942 but not posted to No.10 EFTS until 23 January 1943; may have graduated 19 March 1943 but not posted to No.2 SFTS until 17 April 1943; graduated and commissioned, 6 August 1943. To "Y" Depot, 20 August 1943. Taken on strength of No.3 PRC, Bouvrenmouth, 13 October 1943. Promoted Flying Officer, 6 February 1944. Repatriated 9 March 1945. To No.1 Air Command, 20 March 1945. To Mountain View, 21 April 1945. To Central Flying School, 30 June 1945. To No.1 Instrument Flying School, 10 December 1945. Date of release uncertain. Rejoined RCAF as pilot, 30 October 1951 (49040); promoted Flight Lieutenant, date uncertain. Medal sent by registered mail 21 December 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.5526 (RG.24 Vol.20667) has recommendation (undated) when he had flown 29 sorties (156 hours 20 minutes), 10 August 1944 to 5 January 1945. Died in Victoria, 3 October 1995.

Flying Officer Morton is a fearless and reliable pilot, who has captained his aircraft against twenty-nine enemy targets, at all times achieving splendid results. His courage, skill and fine offensive spirit has been an inspiration to his crew, who functioned as a complete fighting unit under his efficient leadership. I strongly recommend that this officer's gallantry be recognized by the award of the Distinguished Flying Cross.

The sortie list was as follows:

10 August 1944 - La Pallice (6.35, second pilot)

14 August 1944 - Falaise (4.25)
15 August 1944 - Soesterburg (3.50)
18 August 1944 - Bremen (5.55)
25 August 1944 - Brest (4.25)
9 September 1944 - Le Havre (3.35)
10 September 1944 - Le Havre (4.00)
12 September 1944 - Wanne Eickel (5.00)
13 September 1944 - Osnabruck (4.40)
15 September 1944 - Kiel (6.10)
20 September 1944 - Calais (3.25)
25 September 1944 - Calais (4.40)
27 September 1944 - Sterkrade (6.10)
4 October 1944 - Bergen (7.05)
6 October 1944 - Dortmund (6.15)
1 November 1944 - Oberhausen (5.10)
2 November 1944 - Duisburg (6.10)
4 November 1944 - Bochum (5.40)
6 November 1944 - Gelsenkirchen (5.25)
16 November 1944 - Julich (5.20)
18 November 1944 - Munster (6.30)
5 December 1944 - Soesterburg (6.30)
6 December 1944 - Osnabruck (6.10)
15 December 1944 - Ludwigshaven (6.10)
17 December 1944 - Duisburg (6.10)
21 December 1944 - Cologne (5.55)
24 December 1944 - Dusseldorf (5.30)
2 January 1945 - Nuremburg (8.55)
5 January 1945 - Hanover (5.15)

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MORTON, F/L Joseph Alfred (J16482) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 12 November 1943 and AFRO 2610/43 dated 17 December 1943. Born 11 March 1918 at Quill Lake, Saskatchewan; home in Saskatoon; enlisted in Saskatoon, 15 May 1941; to No.2A Manning Depot, 3 June 1941; to No.38 SFTS (guard), 2 July 1941; to No.4 ITS, 21 July 1941; graduated and promoted LAC, 29 August 1941 when posted to No.5 EFTS; graduated 25 October 1941 when posted to No.10 SFTS; graduated and promoted Sergeant, 16 January 1942. To "Y" Depot, 14 February 1942. To RAF overseas, 7 March 1942. Commissioned 28 December 1942. Promoted Flying Officer and Acting Flight Lieutenant, 25 June 1943. Medal presented at Buckingham Palace 11 August 1944.

Repatriated 28 November 1944. To Tiger Force, 18 June 1945. To Debert, 19 June 1945. Retired 13 September 1945. RCAF photo PL-28780 (ex UK-9839 dated 16 April 1944) is captioned as follows: "A desk man now. Flight Lieutenant Joe Morton, DFC, of Delisle, Saskatchewan, is trying his hand at administrative work nowadays at a Heavy Conversion Unit of RCAF Bomber Group Overseas. He is a veteran of one tour of operations, flying Wellingtons with the Snowy Owl Squadron, Halifaxes with the Lion Squadron, both of which are in the Canadian Group. Morton also acted as Deputy Flight Commander at the conversion unit, before taking over his present job." Photo PL-32521 (ex UK-13813 dated 23 August) is a portrait. No citation in AFRO other than "completed many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty."

RCAF Press Release No.4653 dated 12 April 1944 from Sergeant John Badger (photo UK-9839) reads:

WITH RCAF BOMBER GROUP OVERSEAS: -- When a relatively clumsy and heavy-laden bomber out-maneuvres a swifter more agile fighter, it's a sure sign the man at the big plane's controls knows his business. But Flight Lieutenant Joe Morton, DFC, Delisle, Saskatchewan, who accomplished the feat one night, gives the credit to his RAF rear-gunner whose directions enabled him to dodge the attacker.

Joe was captaining a Snowy Owl Squadron over Wilhelmshaven when a night-fighter came storming out of the dark. Before it could get into position to fire, he was weaving his twin-engined aircraft expertly. The night-fighter had to alter its relative position again. When it did, the Wellington had corkscrewed and dived out of range again. Three times the night-fighter tried to get into position for the kill, but Joe and his tail-gunner never let the Nazi use a bullet. Every time the swift fighter twisted into position, the bomb-laden Wellington trundled out of danger. The third time, Joe lost the German without much trouble; perhaps the enemy pilot was discouraged. The tall blond Westerner credits his "Wimpy" too. "You could out-turn anything in a Wellington at night," he says. "They were easy to handle."

The closest the Germans ever came to disposing of Joe and his crew was a mistake on their part. It happened one night when his Wellington was flying in a stream of bombers over Lorient, U-boat base in France. Joe was parallel to another Wellington which had the bad luck to get coned by searchlights. Flak-bursts puffed around the racing bomber. "Next thing I knew, my Wimpy got a share of the flak intended for the man in the limelight," Joe recalls. "The ground gunners were firing crooked. They should never have hit our aircraft." The flak actually struck a can of incendiaries. By great luck, they didn't go off. Joe carried

on to the target area, discharged the death-cargo with the exception of the damaged incendiaries, returned safely.

He had flown 11 ops with the Snowy Owl Squadron when it was decided to send that unit to North Africa. But as Joe knew how to fly Halifaxes, he posted to the Lions, another squadron of RCAF Bomber Group overseas. He completed his tour flying one of his new squadron's Halifaxes, winning a Distinguished Flying Cross. At present, the good-looking six-footer is an instructor at a heavy conversion unit elsewhere in the Group. He acted as deputy flight commander there for a time, and is now doing a spell of administrative work to learn that end of the game.

Joe is a Saskatchewan boy all the way. Born at Wimmer, he has lived in Saskatoon and Pathlow, and his parents have moved to Delisle since he enlisted. He began working at the age of 15, as a part-time delivery boy for the Saskatoon Star-Phoenix, and was in the repair department of the Massey-Harris Company's establishment in Saskatoon when he quit to don Air Force blue.

Like most young Canadians, this 26-year-old has big plans for his post-war career. "I want to go into civil aviation," he says, "preferably flying one of Henry Kaiser's six-motor jobs across the Atlantic!"

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MORTON, FI/O Mable Ina (V30407) - **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. Home in Ottawa; enlisted in Montreal, 9 April 1942 as Hospital Assistant and posted to No.7 Manning Depot. To School of Technical Training, 8 May 1942. To No.2 BGS, 5 June 1942. Promoted AW1, 3 July 1942, To No.6 Manning Depot, 6 July 1942. Reclassified as Administration and promoted Corporal, 15 August 1942. To No.1 GRS, 24 September 1942. Promoted Sergeant, 1 March 1943. To No.2 Composite Training School, 26 March 1943 and commissioned as of that date. To Eastern Air Command, 15 April 1943. To "Y" Depot, 24 April 1943. Taken on strength of No.3 PRC, Bournemouth, 25 October 1943. Repatriated, date uncertain. Retired 23 October 1945. Certificate sent to Gore Bay, Ontario, 12 October 1948. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation submitted by station, 25 May 1945; enlisted 9 April 1942; served 17 months in Canada, 20 months overseas.

Section Officer Morton, since joining this unit in the role of an Intelligence Officer on 24th November, 1944, has by her untiring application to her duties

made an outstanding contribution to the war effort. She at all times is efficient, cheerful and has shown a keen aptitude in correctly obtaining and correlating information from aircrews which has been of fine value in the prosecution of operations. She has played an important part in fostering all entertainments and held a key organizing position which greatly contributed to the success of many projects on the station. It is considered that the award of the Mention in Despatches is well merited in the case of this officer.

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MORTON, FS Wilfred Kenneth (R83647) - **Mention in Despatches** - No.426 Squadron (Linton-on-Ouse) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born in York County, Ontario, 18 June 1909. Home in Newmarket, Ontario (automobile mechanic); enlisted in Toronto, 27 November 1940 as Aero Engine Mechanic; posted that date to No.1 Manning Depot, Toronto. To Technical Training School, St. Thomas, 28 December 1940. Promoted AC1, 17 May 1941. To No.5 BGS, Dafoe, 21 May 1941. Promoted LAC, 1 October 1941. Promoted Corporal, 1 June 1942. Promoted Sergeant, 1 February 1943. To "Y" Depot, Halifax, 10 March 1943. To RAF Trainee Pool, 27 March 1943. Disembarked in Britain, 4 April 1943. To No.426 Squadron, 23 April 1943. Attached to Middleton St. George and No.420 Squadron, 25 April to 5 May 1943. Attached to East Moor, 5 June 1943. Attached to Linton-on-Ouse, 24 June to 2 September 1943. Attending engine course at Bristol Aero Engine Company, 12-26 September 1943. Detached to Station Linton-on-Ouse, 29 November 1943. Promoted Flight Sergeant, 27 December 1943. Posted from No.426 Squadron to No.62 Base, 12 August 1944. Attended Rolls Royce Engine Course, 22 January to 4 February 1945. To No.426 Squadron, 25 May 1945. Repatriated 7 August 1945. Retired 26 September 1945.. Certificate sent 11 September 1948. Died 2 July 1985 as per **Legion Magazine** of February 1986. 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.1658 "RCAF Linton-on-Ouse, Honours and Awards" (PAC RG.24 Vol.20605) has recommendation of February 1945. He had enlisted 27 November 1940, served 28 months in Canada, 34 months in UK. Aero-engine mechanic, NCO in charge of No.426 Squadron "B" Flight Servicing Echelon:

This airman has served with distinction in No.426 (RCAF) Squadron for the past 20 months. His unfailing keenness and energy have enabled him to make a very commendable contribution to the squadron's work and his excellent organizing and administrative ability have won him the respect and admiration of the officers and men with whom he has worked. He has always provided outstanding leadership to those working under him and his quiet, polite manner, in the most trying situations, has enabled his superior officers to entrust the most difficult tasks to him.

MORTON, FS Wilfred Kenneth (R83647) - **Mention in Despatches** - Linton-on-Ouse - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946.. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit. DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has recommendation forwarded to No.6 Group Headquarters, 5 May 1945. Fitter IIE and NCO in charge of Ground Personnel in a flight; had spent three years in Canada, two years in UK:

The exceptionally high qualities which this Flight Sergeant has displayed as an NCO, has at all times commended the admiration and respect of those coming in contact with him and has resulted in his men following his leadership without question. His organizing ability has been reflected in the efficient manner in which his flight has operated, and speed with which his aircraft have been prepared for operations.

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MOSELEY-WILLIAMS, S/L Walter Read (J8773) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 27 January 1918 at Iroquois Falls, Ontario. Educated at New Liskeard Public School, New Liskeard High School, Timmins High School, and North Bay Collegiate Institute and Vocational School. Employed by Bank of Nova Scotia as Ledger Clerk. Previous service in Algonquin Rifles (30 days, 1940, Private). Enlisted in RCAF, North Bay, 10 January 1941. To No.1 Manning Depot, 11 January 1941. To No.1A Manning Depot, Picton, 20 February 1941. To No.1 Manning Depot, Toronto again, 19 March 1941. To No.1 SFTS, Camp Borden (guard), 25 March 1941. To No.3 ITS, Victoriaville, 16 May 1941; graduated and promoted LAC, 30 June 1941; posted next day to No.16 EFTS, Edmonton; graduated 19 August 1941 and posted next day to No.3 SFTS, Calgary; graduated and commissioned 7 November 1941. To Central Flying School, Trenton, 9 November 1941. To No.3 SFTS, 31 January 1942. To No.15 SFTS, Claresholm, 6 August 1942. Promoted Flying Officer, 15 September 1942. To No.1 GRS, Summerside, 30 March 1943. To No.31 GRS, Charlottetown, 3 April 1943. To No.31 OTU, Debert, 12 June 1943. To "Y" Depot, 6 September 1943. Embarked from Canada, 13 September 1943. Arrived in United Kingdom, 19 September 1943 and posted to No.3 PRC, Bournemouth. To No.82 OTU, 26 October 1943. Promoted Flight Lieutenant, 7 November 1943. To No.61 Base, 28 February 1944. Attached to No.1659 Conversion Unit, 28 February to 18 March 1944; attached on latter date to No.1664 Conversion Unit. To No.427 Squadron, 24 April 1944. Promoted Squadron Leader, 11 August 1944. Killed in action 5 October 1944 (Halifax MZ756); name on Runnymede Memorial. RCAF photo PL-31709 (ex UK-13436 dated 14 August 1944 shows him. Photo PL-32907 (ex UK-14709 dated 13 September 1944) shows him at time of

promotion and appointment as Flight Commander. PL-32908 (ex UK-14710 dated 13 September 1944) shows him chatting with Warrant Officer Marcel Gravel (WAG, from Donnelly, Alberta). There are certain cruel ironies to this award. The telegram to his father reporting that he had been awarded the DFC was dated 14 November 1944; the telegram reporting him missing was dated 6 October 1944. Medal presented to next-of-kin by Governor General, 10 December 1947. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation forwarded from squadron, date uncertain but apparently early July 1944 when he had flown 26 sorties (128 hours 20 minutes).

This captain has completed twenty-six operational bombing attacks against the enemy, ten of which have been on major targets. Squadron Leader Mosley-Williams is a Flight Commander and his courage, skill and determination in action have been an inspiration to his crew. His work in general has been outstanding and his loyalty and devotion to duty an example to the entire squadron.

The sortie list was as follows:

26 April 1944 - Villeneuve St.Georges (5.05, second pilot)
27 April 1944 - Aulnoye (4.50, second pilot)
9 May 1944 - St. Valery en Caux (4.10)
10 May 1944 - Ghent (4.30)
12 May 1944 - Louvain (4.55)
19 May 1944 - Le Clipon (3.40)
24 May 1944 - Aachen (5.15)
27 May 1944 - Bourg Leopold (5.45)
7 June 1944 - Acheres (5.20)
10 June 1944 - Versailles Matelot (5.45)
12 June 1944 - Arras (4.30)
14 June 1944 - Cambrai (4.25)
15 June 1944 - Boulogne (4.20)
16 June 1944 - Sautrecourt (4.25)
14 July 1944 - Alderbelck (3.40)
18 July 1944 - Mondeville (4.45)
18 July 1944 - Wesseling (5.50)
28 July 1944 - Hamburg (5.20)
30 July 1944 - Amaye sur Seulles (4.15)
1 August 1944 - L'Hey (3.30)
5 August 1944 - St. Leu d'Esserent (5.20)

7 August 1944 - La Hogue (5.20)
13 August 1944 - Gardening (6.20)
15 August 1944 - Soesterburg (3.55)
16 August 1944 - Kiel (5.40)
18 August 1944 - Gardening (7.50)

The website "Lost Bombers" has the following on his last sortie. Halifax MZ756, No.427 Squadron (ZL-E), Gardening operation (minelaying), 4/5 October 1944. Airborne at 1855 hours, 4 October 1944 from Leeming and lost without trace. All crew are commemorated on the Runnymede Memorial. This was a very experienced crew, S/L Moseley-Williams being engaged on his 32nd operation, while the majority of his crew were flying their 30th operation. They were S/L W.R.Moseley-Williams, DFC, RCAF; Sergeant R.Thew; F/O P.F.C.Haydock, RCAF; F/O J.L.Dougan, RCAF; P/O M.Gravel, RCAF; P/O J.S.Williamson RCAF; P/O J.G.Curle, RCAF.S/L Moseley-Williams had volunteered to complete his crew's tour with them. He was two trips ahead of them as a "sprog" captain and was reluctant to leave them to complete their tour without him.

The above crew was the same as that which went through No.1659 Conversion Unit, 1 April to 21 April 1944 with one exception: P/O Curle was not in CU crew but one R207129 Sergeant C.M. Roche (air gunner) was - apparently commissioned, then shot down and taken prisoner with No.428 Squadron, 2 February 1945.

Training: Course at No.3 ITS was 16 May to 21 June 1941. Courses and marks were Mathematics (95/100), Armament, practical and oral (83/100), Signals (100/100), Hygiene and sanitation (39/40), Drill (90/100), Law and Discipline (56/60). Placed fourth in a class of 175. "A very fine, clean cut man; alert, dependable and self-confident. Is neat and clean in appearance. Responses intelligent and very sharp. Reliable throughout, cool headed and will make above average man. Definitely of commission type."

Course at No.16 EFTS was 3 July to 20 August 1941. Flew Tiger Moths (20.20 dual, 28.40 solo plus 5.35 on dual instruments; also logged ten hours in Link. Courses in Airmanship (172/200), Airframes (94/100), Aero Engines (98/100), Signals, practical (100/100), Theory of Flight (79/100), Air Navigation (199/200), Armament, oral (152/200); graded 154/200 under "Qualities as an Officer". Placed first in a class of 32. "Conduct good. Clean cut. Studious. Good ability in ground work."

Course at No.3 SFTS was 20 August to 31 October 1941. Flew Anson aircraft (38.15 day dual, 35.55 day solo, 5.15 night dual, 6.45 night solo). Flying included 20.25 on instruments. Also logged twenty hours in Link. "A good average pilot who displays good air sense. Handling of aircraft will improve with experience." Ground courses in Airmanship and Maintenance

(153/200), Armament, written (80/100), Armament, practical (74/100), Navigation and Meteorology (173/200), Signals, written (98/100), and Signals, practical (42/50). Placed fourth in a class of 51.

Course at No.31 GRS, 5 April to 5 June 1943 on Anson aircraft (38.00 day, 35 minutes night). A specialist navigation course in which he placed 15th in a class of 24.

Course at No.31 OTU, 14 June to 23 August 1943, flying Hudson aircraft (8.50 day dual, 74.00 day as first pilot, 4.15 day as second pilot, 2.35 night dual, 10.45 night solo as first pilot, 4.05 night solo as second pilot). Also 16 hours in Link. Fired 200 rounds on ground, 2,200 air-to-ground and 500 air-to-air. Dropped 34 bombs in various exercises. Ground courses and tests in Navigation (91 %), Signals (81 %), Armament (72 %), Airmanship (71 %), Reconnaissance (62 %), Meteorology (61 %), Photography (79 %), Intelligence (100 %), Tactics (61 %). "A good pupil who attained above average results but needs more practice in Aircraft Recognition and Stoppages." (Chief Ground instructor, signature looks like "W/C Coulson.")

Course at No.82 OTU was 12 November 1943 to 15 February 1944. Flew Wellington III and Wellington X aircraft - 5.00 day dual to first day solo followed by 46.20 day as captain; 3.20 night dual to first night solo followed by 38.55 night at captain. Also logged 11.15 in Link. One accident on 8 February 1944 involving a daylight single-engine belly landing following engine failure. Ground courses in Airmanship (265/300), Armament (258/300), Navigation (120/200) and Signals (81/100). Flying tests in General Flying (310/400), Applied Flying (160/200), Instrument Flying (190/250), Night Flying (75/100) and Link (32/50). "An excellent captain and above average pilot who has welded his crew into what should prove a first class operational team." (W/C R.E. Kirby, 17 February 1944).

Course at No.1659 Conversion Unit was 1 April to 21 April 1944. General remarks by W/C H.T. Miles (Chief Instructor) were "Good reliable pilot. Very keen. Good crew. Require solo fighter affiliation."

Selected Assessments: "He has carried out his duties as a Flying Instructor in a capable manner. He is keen, hard-working and attentive to Flying Orders, at times slightly over-confident in assessing himself. His character and deportment have been satisfactory in all respects. Retention recommended and normal promotion." (W/C G.P. Dunlop, No.3 SFTS, 25 May 1942).

"A very good instructor who gives clear demonstrations. Sequence can stand minor improvement." Assessment of 8 January 1943 by No.4 Visiting Flight, signed by F/L G.M. Gillespie and S/L H.H. Langford. He had been tested on Cranes; at the time he had 850 hours experience instructing at Nos.3 and 15 SFTS.

“This officer is an enthusiastic and energetic worker who can be relied on at all times.” (W/C C.W. Burgess, No.15 SFTS, 16 March 1943).

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MOSES, Sergeant Lewis (R141439) - **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 21 April 1919. Home in Toronto; enlisted there as “Tradesman”, 15 November 1941 and posted to No.1 Manning Depot. Posted to Trenton and reclassified as Clerk, 13 December 1941. To No.1 Manning Depot, 17 January 1942. Promoted AC1, 15 February 1942. Promoted LAC, 1 July 1942. Promoted Corporal, 13 August 1942. To “Y” Depot, 16 September 1942; to RAF overseas, 27 October 1942; promoted Sergeant, 17 May 1944; promoted Flight Sergeant, 1 January 1945. Repatriated 7 June 1945; to Eastern Air Command, 8 June 1945; to release centre, 23 September 1945; released 23 November 1945. No citation in AFRO.

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MOSEY, Corporal Sydney (R60147) - **British Empire Medal** - Station Sea Island - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 30 December 1916. Home in Brandon, Manitoba; enlisted in Calgary, 10 June 1940 as Master Mechanic Motor Transport. Promoted AC1, 1 October 1940. Promoted LAC, 1 April 1941. Promoted Corporal, 1 July 1942. To Boundary Bay, 1 October 1942. To No.26 Radio Detachment, 27 July 1943; to No.2 Filter Detachment, 25 October 1944. To Sea Island, 20 September 1945. To No.8 Release Centre, 28 April 1946. Retired 1 May 1946. Rejoined 27 May 1947 as Radio Mechanic in rank of LAC. Promoted Corporal 1 April 1949. Promoted Sergeant, 1 August 1951. Medal presented 13 September 1947.

This non-commissioned officer has displayed exceptional devotion to duty. Through his energy, initiative and perseverance, he has contributed greatly to the efficiency of his Section and has set a high example to those with whom he has worked. He has been largely responsible for the efficient operation of the Maintenance and Repair Section of the Motor Transport Section of this Station and has been a source of inspiration to his fellow men.

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MOSHER, S/L Gordon William (J6182) - **Distinguished Flying Cross** - No.203 Squadron - Award effective 5 November 1945 as per **London Gazette** dated 13 November 1945 and AFRO 155/46 dated 15 February 1946. Born at Apple River, Nova Scotia, 25 August 1910; educated in public schools, New Brunswick Normal College (1927-1928) and Mount Allison University (1933-1936,

COTC cadet there). Worked as a teacher, Jacquet River School Board (1928-1929), Loggieville School Board (1929-1932), then at Canadian Academy in Kobe, Japan (1936-1939) before entering a family partnership (Mosher Brothers), 1939. Home in Campbellton, New Brunswick; enlisted in Moncton, 25 October 1940 and posted to No.2 Manning Depot, Brandon. To No.6 AOS, Prince Albert, 4 December 1940. To No.2 ITS, Regina, 28 January 1941; graduated and promoted LAC, 3 March 1941 when posted to No.8 EFTS, Vancouver; graduated 1 May 1941; posted next day to No.10 SFTS, Dauphin; graduated and commissioned, 16 July 1941. To Central Flying School, Trenton, 17 July 1941. To No.10 SFTS, 24 October 1941. Promoted Flying Officer, 16 July 1942. To "Y" Depot, Halifax, 1 November 1942. To RAF Trainee Pool, 22 November 1942. Disembarked in Britain, 30 November 1942. To No.11 (Pilots) AFU, 5 January 1943 (Oxford aircraft); attended No.1534 Beam Approach Training Unit, 6-13 February 1943. To No.7 (Coastal) OTU, 8 June 1943. Promoted Flight Lieutenant, 16 July 1943. To No.1 Torpedo Training Unit, 3 August 1943. To No.303 Ferry Training Unit, 9 September 1943. Emplaned from Britain for North Africa, 23 September 1943, arriving in North Africa 25 September 1943. To No.203 Squadron, 30 October 1943, following that unit to India, 14 November 1943. Promoted Squadron Leader, 8 September 1944. Attended No.1673 Conversion Unit, September 1944. Attached to No.354 Squadron for uncertain period, April 1945. Seems to have been posted non-operational as of 20 May 1945. Embarked from Ceylon, 20 July 1945, arriving in Britain 9 August 1945. Repatriated via Lachine, 5 September 1945. To No.1 Release Centre, Halifax, 13 October 1945. Retired 22 October 1945. Medal presented 27 November 1950. Subsequently carried on the RCAF Supplemental Reserve, 10 July 1951 to 31 March 1960 (131625), being periodically called up to Maritime Group and Maritime Air Command Headquarters for brief spells as controller. Teaching in Edmunston, New Brunswick. Died in Perth-Andover, New Brunswick, 20 September 1989 as per "Last Post" listings of the Royal Canadian Legion.

Squadron Leader Mosher has served with his present squadron since November 1943, and more recently he has been the squadron's training flight commander. He took an active part in the anti-U-boat operations in the Indian Ocean during the conversion of his squadron to Liberator aircraft. His outstanding enthusiasm and fine leadership materially contributed to the high standard of operational efficiency attained by the squadron. In March 1945, this officer was detailed for a difficult task. During an attack against a port installation in the Bay of Bengal he made several determined low level attacks in the face of intense and accurate anti-aircraft fire. The mission was completed successfully. At all times Squadron Leader Mosher has set an inspiring example by his skill, courage and devotion to duty.

NOTE: Public Records Office Air 2/9131 has recommendation dated 24 June 1945 when he had flown 250 operational hours. It does not differ markedly from the above, but is quoted here for purposes of comparison:

Squadron Leader Gordon William Mosher has served with the squadron since 1st November, 1943. For the past eight months he has been the squadron's Training Flight Commander, both on Wellington and Liberator aircraft. On Wellington aircraft he took an active part in the anti-U-boat operations in the Indian Ocean flying with the greatest skill and example to his subordinates. During the conversion of the squadron to Liberator aircraft, his tremendous enthusiasm and outstanding qualities of leadership, combined with superior organizing ability, made him instrumental in training the squadron to a high degree of operational efficiency on the new type.

During March 1945 the squadron flew its first operation in its new anti-shipping role against Japanese shipping in the Bay of Bengal. On this strike, against a port installation, Squadron Leader Mosher accepted the most difficult task and made several determined low level attacks in the face of accurate anti-aircraft fire. His determination during these attacks was an inspiration to the rest of the striking force which completed the task successfully.

In all, Squadron Leader Mosher has flown 37 operational sorties and has at all times shown exceptional qualities of leadership and skill combined with praiseworthy determination, courage and devotion to duty.

RCAF Press Release 6478 dated 10 August 1945 has the following:

CEYLON - Luck was with Squadron Leader G.W. Mosher of Campbellton, New Brunswick in an attack on Jap ships off North Sumatra. Despite eighteen flak holes in his Liberator bomber he was able to complete his sortie and return to base some 800 miles away without loss of power.

One of the flak fragments wounded the first wireless operator in the foot, while another penetrated an engine, but did not halt its performance.

Formerly a school teacher in China, Squadron Leader Mosher is a veteran of bridge busting and anti-shipping strikes in South East Asia. Enlisting in the RCAF in September 1940, he served as an instructor in Canada before posting to the United Kingdom in November 1942. During two years operational flying with the RAF, he has flown out of North Africa, India, Burma and Ceylon and is now homeward bound as tour expired.

Notes from the website for No.203 Squadron (<http://www.rquirk.com/203.html>) provides the

following information. Mosher had delivered the third Liberator to the unit on its conversion from Wellingtons (3 November 1944). The incident was described as 21 March 1945 when six Liberators based at Kankasanturai (northern Ceylon) were detailed for the squadron's first bombing raid (they had previously been engaged on anti-submarine and shipping patrols). The mission was a last-light strike at Oelehleh, a rail terminus in northern Sumatra. Photo reconnaissance had indicated the arrival of a convoy and the ships were the prime target for five aircraft (secondary targets such as harbour installations had been designated if the ships were not there); the sixth bomber (KH219, "N", captained by Mosher) was to hit the railway bridge. The aircraft approached at 50 feet in two vics of three and all were met by flak. The bridge was obscured by tall palm trees and on his first pass he failed to spot it. Once located, he experienced bomb "hang-ups" on five passes, all made at 50 feet. The bombs were finally released, manually, on the sixth pass. He was unable to take photographs owing to failing light but he reported the bombs as overshooting, meaning that the bridge was a target for another mission. The crewman injured in N/203 was Pilot Officer Ernest Hartley, RAF. Five of the Liberators returned to base safely but the sixth, KG986 was seen to hit the sea and break up. It was not certain whether it had been hit by flak or whether the pilot had misjudged his height. It is worth noting that four of the six captains on this operation were members of the RCAF - Mosher, C23507 F/O W.A. McKay, J9275 F/L G.L. Fletcher and F/O Shirley William Morris (the sole RCAF member of the crew in the lost KG986). The bridge itself was finished off the next day by J20593 F/L J.A. Russell. Mosher himself is reported as taking part in one further shipping strike (29/30 March 1945) on which occasion nothing was seen.

Notes:

At No.7 (Coastal) OTU, course was 8 June to 3 August 1943; Wellington aircraft (6.50 day dual to first day solo, 31.00 total day dual, 37.25 day solo; 2.00 night dual, 11.00 night solo). Of these times, 1.10 in formation and 2.40 on instruments; logged 14.45 in Link. "A sound captain who will doo well." (W/C G.P. Harger, 12 August 1943).

Application for Operational Wing dated 18 May 1945 stated he had flown 37 sorties with No.203 Squadron (268 hours 35 minutes), 30 October 1943 to 16 May 1945.

Form on repatriation (26 August 1945) gave 39 sorties (270 hours 25 minutes) and non-operational time as 504 hours 25 minutes (total, 774 hours 50 minutes). Last sortie had been 5 May 1945 and last duty as being an airfield commander. Flying times by type were Oxford (77.30), Wellington (440.45), Liberator (233.45) and Harvard (22.50).

Selected Assessments: At No.10 SFTS he was highly regarded as an instructor. However, the most striking was one composed 6 June 1945 by W/C .Fox, No.203 Squadron. He was described as having flown 1,750 hours (180 in previous six months). "At all times a most efficient and

enthusiastic flight commander. As a pilot - of exceptional ability; as an administrator, above the average. His personality and leadership are particularly outstanding. A qualified flying instructor. A very good officer who is an asset to the Service.”

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MOSHER, WO2 (now P/O) Harry Edward (R183860/J53337) - **Mention in Despatches** - No.160 (BR) Squadron - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born 8 July 1922. Home in Loyalist, Alberta. Enlisted in Kitchener, Ontario, 3 September 1942. To No.2 Manning Depot, date uncertain. To No.3 WS, 23 January 1943; promoted LAC, 25 February 1943; to No.8 BGS, 6 August 1943. Graduated and promoted Sergeant, 20 September 1943; to No.3 OTU, 1 October 1943; to Eastern Air Command, 7 January 1944. To No.160 (BR) Squadron, 10 January 1944. Promoted Flight Sergeant, 3 June 1944. Promoted WO2, 20 December 1944. Commissioned 3 May 1945. To Moncton, 21 May 1945. To Halifax, 4 July 1945. To No.4 Composite Flight, 6 November 1945. Promoted Flying Officer, 3 November 1945. To Eastern Air Command Composite Flight, 9 December 1945. Retired 9 April 1946. Died 24 November 2006 in Bracebridge, Ontario as per Royal Canadian Legion “Last Post” website and **Legion Magazine** of May/June 2007.

This Warrant Officer has completed many hazardous operational sorties over the North Atlantic as a Wireless Operator. Keeness, efficiency and great devotion to duty have been invariably displayed by this airman throughout his operational career.

* * * * *

MOSS, Sergeant Donald (R69580) - **Distinguished Flying Medal** - No.407 Squadron - Award effective 11 December 1941 as per **London Gazette** dated 29 December 1942 and AFRO 410/43 dated 12 March 1943. Born 27 June 1920 in Edmonton. Educated in Alberta and Ontario including Northern Vocational School. Apprentice Engraver on enlistment. Home in Toronto; enlisted there 24 June 1940 and posted to No.1 Manning Depot. To No.2 ITS, Regina, 30 June 1940; graduated and promoted LAC, 1 September 1940 when posted to No.2 Manning Depot, Brandon; to Regina Flying Club, 14 September 1940; graduated 7 November 1940 when posted to No.5 SFTS, Brantford; graduated and promoted Sergeant, 28 January 1941. To Overseas Despatch, Rockcliffe, 19 February 1941. To overseas, 22 February 1941, being taken on strength of no.3 PRC, Bournemouth, 6 March 1941. To School of General Reconnaissance, 10 March 1941. To No.407 Squadron, 7 June 1941. Promoted Flight Sergeant, 1 September 1941. Missing, presumed dead, 22 December 1941 (Hudson AM728). RCAF photo PL-4852 (ex UK-630) is captioned as showing a mixed English-Canadian-Scot-Irish crew; Sergeant Don Moss (second from left) is the RCAF member; RCAF photo PL-4858 (ex UK-636) shows him alone.

Medal presented to next-of-kin, 22 April 1944.

This airman has completed many sorties including low flying attacks on enemy shipping. On one occasion in spite of heavy opposition fire, he attacked a merchant ship from mast height. On another occasion, whilst pressing home a determined attack on an enemy vessel, his aircraft sustained much damage. Despite this he skilfully flew it to base where he effected a masterly landing. Throughout his operational career this airman has displayed great initiative, courage and dash.

NOTE: Public Records Office Air 2/9262 has recommendation dated 11 November 1941:

This Non-Commissioned Officer is a Canadian serving in No.407 Squadron. He was one of the first pilots to be posted to the squadron. On his very first operational trip he encountered very bad weather over the Frisian Islands; he was flying blind at 400 feet in rain and pitch darkness on the coast when both engines cut, probably due to water in the petrol tanks. Sergeant Moss carried out the correct cockpit drill, changed over tanks and jettisoned the bombs. By using the hand fuel pressure pumps both engines started again and the aircraft was climbing away with only 50 feet, returning safely to base. On his next operational trip he found an enemy convoy. In spite of fire from the ships he dived to mast height and obtained two direct hits with bombs on a 6,000-ton merchant vessel, also machine gunning it. This was the first definite success in No.407 Squadron. On two other occasions Sergeant Moss has successfully attacked merchant vessels in convoy, diving in the face of intense light flak to extremely low altitudes to obtain two direct hits on a 10,000-ton ship and one direct hit on a 7,000-ton ship, On the last occasion his hydraulic system was shot away, rendering bomb doors, flaps, undercarriages and brakes inoperative. He flew home in the dark with his bomb doors wide open and carried out a successful belly landing on the flare path without injuring his crew and with so little damage to the aircraft that it will soon be flying again. Sergeant Moss has shown himself to be cool and quick thinking in emergency and has exhibited great personal courage, dash and skill in carrying out his attacks. His work has been particularly valuable to the squadron, as his early successes have set an example and a standard for the newer pilots. He has always shown the greatest keenness to volunteer for operational flights out of his turn and I consider he has contributed a great deal to operational efficiency of the squadron.

On 15 December 1941 his Commanding Officer wrote further:

This Non-Commissioned Officer was recommended by me on the 11th November 1941 for an award of the Distinguished Flying Medal. It has not yet been awarded and I attach a copy of the recommendation. Since the 11th November this pilot has carried out six more operational sorties, some in very bad weather. In daylight in the Heligoland Bight he attacked a large merchant vessel escorted by two trawlers from a very low altitude and was met by very intense flak, thereby being unable to see the result in very bad visibility. He has completed 21 sorties and this further recommendation is forwarded to add weight to the previous one.

The AOC No.16 Group approved the first recommendation on 17 November 1941 and the second on 21 December 1941. The Air Officer Commanding-in-Chief, Coastal Command, approved on 11 February 1942, by which time Moss was missing. The citation which went before Air Ministry Honours and Awards Committee was more detailed than the published citation and was virtually a composite of the submissions from 11 November and 15 December 1941:

This airman has completed 21 operational sorties. On his first mission he encountered extremely adverse weather conditions over the Frisian Islands. Whilst flying blind at 400 feet in rain and in pitch darkness, both engines of his aircraft cut out, probably owing to water in the petrol tanks. Sergeant Moss coolly changed over to other tanks, jettisoned the bombs, and by using the hand fuel pressure pumps, succeeded in restarting both engines. On his second sortie, Sergeant Moss attacked an enemy convoy. In spite of opposing fire he attacked a 6,000-ton merchant ship from mast height, obtaining two direct hits with his bombs. On two other occasions he has attacked merchant ships in convoy, diving to low levels in the face of enemy fire. In the first instance he scored two direct hits on a 10,000-ton merchant ship, and on the second occasion, he obtained a direct hit on a 7,000-ton merchant ship. On the latter occasion his aircraft sustained damage. The hydraulic system was shot away rendering the bomb doors, flaps, undercarriage and brakes inoperative, but despite this, Sergeant Moss flew the aircraft safely back to this country in darkness and with the bomb doors open. He made a safe landing with the undercarriage retracted. Since 11th November, 1941, he has carried out a further six sorties, including a daylight low level attack on a merchant ship escorted by two trawlers in the Heligoland Bight. Throughout, this airman has displayed great initiative, courage and dash. His work has been of an inspiring character.

Training: Interviewed on 26 April 1940 and described as follows: "Applicant has no outstanding qualities but appears intelligent and keen to get started. Fair type."

Course at No.2 ITS was 4-27 July 1940; courses and marks as follows: Mathematics (87/100), Armament, practical and oral (72/100), Drill (90/100), Law and Discipline (93/100). Placed 29th in a class of 216; "Should prove excellent material. Good background." (W/C J.H. Burden - Moss was the son of an Ontario Provincial Police Inspector).

Course at Regina Flying Club was 16 September to 11 November 1940. Flew Tiger Moths (26.25 dual, 25.00 solo - no Link time). "Consistent pilot; no particular faults." (F/L R.D. Byers, Examining Officer, 7 November 1940). Ground school courses were Airmanship (167/200), Airframes (172/200), Aero Engines (148/200), Signals, practical (50/50), Theory of Flight (90/100), Air Navigation (163/200). Placed third in a class of five. Deemed by Byers to be suitable for commission and having shown good conduct.

Course at No.5 SFTS was 11 November 1940 to 28 January 1941. Flew Ansons (35.30 day dual, 27.55 day solo, 3.05 night dual, 2.55 night solo). Also flew 21.25 as passenger and logged one hour in Link. "A student of average ability. Will improve with practice." (S/L R.H. Waterhouse, RAF, Chief Flying Instructor). Ground courses in Airmanship (167/200), Armament, written (65.5/100), Armament, practical (79/100), Air Navigation (135/200), Signals (49/50). Placed 33rd in a class of 38 - assessed by Waterhouse as being a good NCO.

Course at School of General Reconnaissance was 17 March to 9 June 1941. Flew in Botha aircraft (14.25), Blenheim (2.30) and Anson (1.40). Courses in DR Navigation (70 percent), Reconnaissance (78 percent), Patrol and Search (76 percent), Coding (79 percent), Ship Recognition (63 percent), D/F W/T (79 percent), Meteorology (60 percent), Compasses (74 percent), Maps and Charts (66 percent), Photography (83 percent), Instruments (57 percent), Astro Navigation (83 percent), and Signals (pass). "Quick and intelligent, he passed well on the course." (CFI remarks, 26 June 1941).

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MOSS, F/O Frederick Howard Durrant (J35812) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 26 June 1922 in Montreal; home in Edmonton (student); enlisted there 20 July 1942. To No.3 Manning Depot, 30 August 1942. To No.4 SFTS, 23 October 1942 (guard). To No.7 ITS, 9 January 1943; graduated and promoted LAC, 19 March 1943; to No.6 EFTS, 20 March 1943. Ceased training and posted to No.3 Manning Depot, 24 April 1943; to No.5 BGS, 14 May 1943; graduated 6 August 1943 and posted next day to No.7 AOS; graduated and commissioned, 17 September 1943. To No.1 BGS, 2 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, 23 November 1943. Promoted Flying Officer, 17 March 1944. Repatriated 5 August 1945. Retired 14 September 1945. Medal

presented 9 July 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.1741 (RG.24 Vol.20608) has recommendation dated 17 April 1945 when he had completed 28 sorties (172 hours 21 minutes) between 11 September 1944 and 17 April 1945.

Flying Officer Moss has completed 28 operational sorties against the enemy, 20 of which were against heavily defended targets in Germany, six against precision targets in enemy occupied territory and two were mining sorties in enemy waters. Throughout, Flying Officer Moss has displayed a fine sense of devotion to duty and skill of the highest order.

As Squadron Radar Officer, his assistance in the training of inexperienced crews has been of great value to this squadron. His keenness, both on the ground and on operations against the enemy, is an inspiration to all.

The sortie list was as follows:

11 September 1944 - Le Havre (4.55)
12 September 1944 - Dortmund (5.55)
14 September 1944 - Wilhelmshaven (3.30)
17 September 1944 - Boulogne (4.30)
20 September 1944 - Cap Gris Nez (3.10)
25 September 1944 - Calais (4.15)
27 September 1944 - Duisburg (5.40)
28 September 1944 - Cap Gris Nez (4.25)
9 October 1944 - Bochum (6.35)
14 October 1944 - Duisburg (6.10)
15 October 1944 - Gardening, Kattegat (6.35)
23 October 1944 - Essen (6.10)
25 October 1944 - Hamburg (5.10)
28 October 1944 - Cologne (6.00)
30 October 1944 - Cologne (6.20)
1 November 1944 - Oberhausen (6.40)
2 November 1944 - Dusseldorf (5.05)
27 November 1944 - Gardening, Fredrickstadt (7.40)
30 November 1944 - Duisburg (6.30)
26 December 1944 - St. Vith (6.10)
1 February 1945 - Ludwigshaven (7.25)
2 February 1945 - Wiesbaden (6.30)

7 February 1945 - Goch (5.30)
4 April 1945 - Merseburg (9.20)
8 April 1945 - Hamburg (6.05)
10 April 1945 - Leipzig (8.00)
13 April 1945 - Kiel (5.55)
17 April 1945 - Schwandorf (8.26)

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MOSSING, F/L Frederick Wallace (J88877) - **Distinguished Flying Cross** - No.274 Squadron - Award effective 22 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born 24 July 1923, Bengough, Saskatchewan; home in Regina; formerly in the Regina Rifles (bandsman). Enlisted in RCAF, Regina, 22 October 1941. At No.2 Manning Depot, Brandon, 22 October to 1941 to 2 January 1942 and Station Trenton, 3 January to 28 February 1942. Trained at No.5 ITS, Belleville (graduated 24 April 1942), No.13 EFTS, St.Eugene (graduated 3 July 1942), and No.8 SFTS, Moncton (graduated 6 November 1942). During training he applied brakes too hard on Finch 4690 while practicing solo take-offs and landings (8 May 1942); no injuries. To "Y" Depot, Halifax, 21 November 1942; to RAF Trainee Pool, 10 December 1942; disembarked in Britain, 18 December 1942; to No.17 (P) AFU, 2 March 1943; to No.58 OTU, 6 April 1943; leaving there 8 July 1943. Disembarked in North Africa, 29 July 1943. Embarked from North Africa, 27 September 1943, arriving back in Britain 8 October 1943. To Station Grangemouth, 1 November 1943; to No.1 Tactical Evaluation Unit, date uncertain; to No.501 Squadron, 12 January 1944. Commissioned 27 June 1944. To No.274 Squadron, 11 August 1944. Slightly wounded, 1500 hours, 29 October 1944 over Emmerich; hit by light flak which damaged port mainplane, fuel tank, wing tip plus hole in fuselage (small puncture wound in calf of leg). Returned to Britain from Northwest Europe, 13 April 1945; posted to No.56 OTU that same day. Killed on 12 May 1945 flying Tempest EJ685 at No.56 OTU. Medal presented to his mother at Government House, 7 November 1949. Chris Shores, **Those Other Eagles** (Grub Street, London, 2004) provides a victory list as follows: **8 February 1945**, one Bf.109 destroyed near Rheine (Tempest EJ784); **16 February 1945**, one Bf.109 destroyed and one Bf.109 damaged, northeast of Hildesheim (Tempest EJ801); **24 February 1945**, one Ju.88 destroyed with another pilot, five miles east of Plantlunne (Tempest EJ801).

This officer has completed a large number of sorties during which he has attacked a wide range of enemy targets such as airfields, locomotives, mechanical transport and other targets on the ground with a good measure of success. He has invariably displayed a high degree of courage and determination in pressing home his attacks and on many occasions his aircraft has been damaged by enemy fire. On one occasion he himself was wounded. Among his successes is the destruction of two enemy aircraft.

NOTE: Public Record Office Air 2/9086 has recommendation drafted in early April 1945 when he had flown 170 sorties (250 hours).

Between October 1944 and beginning of April 1945 this officer has been operating with the Tempest Wing in Holland. A greater part of the work has been the strafing of enemy transport, with airfields as secondary targets. During this time he has damaged 50 locomotives, over 70 M.T. [Motor Transport] vehicles and destroyed two and a half enemy aircraft, damaging five. His aircraft has been hit by flak 25 times, and on one occasion, after being wounded in the leg he went on to attack an enemy aircraft and transport. Since he has been flight commander, the flight he has had considerable success due entirely to his own efforts.

Flight Lieutenant Mossing's tour was extended at his own request, and at all times he has been exceptionally keen and reliable and displayed courage of the highest order.

On 15 April 1945, G/C P. Walker added his remarks:

An exceptionally keen and aggressive fighter pilot who has set a very fine example to the rest of the squadron by the way in which he has pressed home his attacks at point-blank range. His total of M.T. destroyed or damaged is most impressive and, in spite of very strong opposition from flak by which his aircraft has been damaged on no less than 25 times and on one occasion himself wounded, he has never wavered in his determination to do the maximum amount of damage to the enemy. He has also destroyed 2 ½ enemy aircraft and damaged five. I strongly recommend the award of the Distinguished Flying Cross.

This was supported by the Air Officer Commanding, No.83 Group (16 April 1945) and approved by Air Marshal Coningham (30 April 1945).

At the time of his death he had 272 hours on Tempests and 757 hours on all types. He took off at 1150 hours and was leading a section of four aircraft in practice formation flying, bringing them into the circuit in line astern, preparatory to breaking for landing. No.2 (Flight Sergeant C.S. Powell, on NV759, killed when attempting a forced landing) collided with tailplane of Mossing, taking off all the rudder, almost all the elevators and some of the fin. Mossing made one attempt to force-land, but it was obvious he had insufficient control. S/L W.J. Johnson, CFI of No.56 OTU, ordered him to make height and bale out. This he did, from 2,500 feet and

apparently successfully to ground observers, but he was found lying face down and died later in hospital. A medical report subsequently concluded he had struck part of the aircraft as he baled out. FS Powell had considerable twin-engine time (1,396 hours) but only 50 hours single-engine time (ten hours on Tempests).

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MOSSIP, Flight Sergeant Harrison Marks (R75173) - **British Empire Medal** - Station Mountain View - Award effective as of 1 January 1945 as per **Canada Gazette** dated 1 January 1945 and AFRO 89/45 dated 19 January 1945. Born 6 May 1905 in Thorndale, Ontario (RCAF Press Release 4907 announcing award). Educated in Manitoba and Saskatchewan. Taught school in Warman, South Dakota. Enlisted in Saskatoon, 24 October 1940 as Armament Instructor. To Trenton, 9 November 1940. Promoted AC1, 3 February 1941. To No.4 BGS, 4 February 1941. To Trenton, 19 April 1941. To Air Armament School, 25 April 1941. Promoted LAC and Corporal, 28 June 1941. Promoted Sergeant, 30 June 1941. Promoted Flight Sergeant, 1 October 1941. To AFHQ, 18 October 1943. To Mountain View, 19 January 1944. To "Y" Depot, 6 April 1945. To United Kingdom, 13 April 1945. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. Retained rank of Flight Sergeant in postwar RCAF (21888). Promoted WO2, 1 October 1954. To Central Experimental and Proving Establishment, 15 November 1954. Retired at Cold Lake, 17 August 1957. Medal presented 9 April 1948.

This armament instructor, throughout his long period of service at this Air Armament School, has carried out his instructional work with enthusiasm and efficiency. In the face of the most discouraging difficulties he provided a focal point for improvement in syllabi, methods of instruction and examinations in the courses with which he was concerned. In this connection he has made a praiseworthy contribution to the training at this unit. His ability and devotion to duty are outstanding.

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MOSSIP, F/O Harrison Taylor (J15927) - **Distinguished Flying Cross** - No.1 Squadron - Award effective 21 October 1943 as per **London Gazette** dated 5 November 1943 and AFRO 2507/43 dated 3 December 1943. Born in Thorndale, Ontario, 5 December 1920; home in London, Ontario. Employed as surface labourer, Consolidated Mining, 1939-1940. Enlisted in London, Ontario, 17 December 1940. Attended No.1 Manning Depot, Toronto, 17 December 1941 to 8 January 1941 and No.1 AMD, Picton, 9-27 January 1941. At Station Trenton, 27 January to 10 April 1941 (non-flying duties). To No.1 ITS, 10 April 1941; graduated and promoted LAC, 16 May 1941 when posted to No.10 EFTS; graduated 3 July 1941 when posted to No.14 SFTS; graduated and promoted Sergeant, 25 September 1941). To "Y" Depot, Halifax, 27 September 1941; to

RAF Trainees Pool, 11 October 1941; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 24 October 1941. To No.56 OTU, 18 November 1941; to No.1 Squadron, 18 February 1942. Commissioned 9 September 1942. Promoted Flying Officer, 9 March 1943. To No.55 OTU, 25 February 1944 but immediately switched to No.4 Tactical Evaluation Unit. To Air Fighting Development Unit, Wittering, 3 March 1944. Attached to Station Winderley, 6-17 March 1944. To No.1690 Bomber Defence Training Flight, 17 March 1944. Attached to No.55 Base, 12 May to 13 July 1944, after which posted to No.51 Base. Promoted Flight Lieutenant, 9 September 1944. To No.2 Tactical Evaluation Unit, 12 October 1944. While there he turned down both special leave to Canada and repatriation to Canada. On 11 November 1944 posted to No.83 Group Support Unit. To No.438 Squadron, 13 November 1944. To No.245 Squadron, 19 November 1944 (squadron attending No.14 Armament Practice Camp, 24 December 1944 to 5 January 1945). Killed in action with No.245 Squadron, 7 March 1945 (Typhoon JP936), having flown 18 hours 35 minutes on his current tour. Medal presented to his wife in London, England, 9 February 1946.

This officer has undertaken very many sorties during which he has attacked nineteen locomotives and ten barges with damaging effect. Flying Officer Mossip has invariably pressed home his attacks with great vigour, often in the face of heavy anti-aircraft opposition.

NOTE: The diary of No.1 Squadron has many references to him:

24 September 1942 - FS H.T. Mossip to No.1529 Flight for Beam Approach Training (returns 27 September 1942).

20 October 1942 - Mossip commissioned..

5 May 1943 - "Three sections escorted Spitfires on recce. P/O H.T. Mossip (Canadian) went into Occupied France on Rhubarb. On arriving at Calais he shot up two goods trains, bursting the boilers of the engines; he then flew on to Dunkirk area and shot up three barges. He was met by no opposition." First offensive use of Typhoon.

2 June 1943 - Mossip damages four trains.

11 June 1943 - Mossip on lone Rhubarb - shot up a train at Lumbres; it blew up. Set a barge on fire at Aire, attacked two other trains at Lillieres - cannons jammed.

29 June 1943 - Mossip out alone, 1625-1725 - damages six trains and one barge - heavy flak at Gravelines - nearly hit chimneys at Desdres.

14 September 1943 - "Moose" Mossip prangs two trains and three barges.

14/15 September 1943 - possibly same op as above - Mossip from Manston, 2340-0110, shooting up trains at St.Omer, Hazebrouk, Armentieres, plus two barges.

15/16 September 1943 - 2340-0110 - Mossip to Manston where he purloined two 500-pound bombs, entered France, bombed Abbeville aerodrome - bursts seen in dispersal - first bombing by No.1 Squadron.

15 October 1943 - "F/O 'Moose' Mossip (Can) and F/O Jimmy Wiley (Can) decided to do a Rhubarb. F/O Mossip carried two 500-pound MK.MC bombs and F/O Wiley acted as escort. Moose dropped his bombs from 50 feet smack on the centre of Tingry Transformer Station near Samer, after which they played 'merry hell' with their cannon. Gun posts and a building housing gun crews were also attacked by both pilots. The inmates of the building attacked evidently had, up to that moment, completely forgotten a pressing engagement elsewhere, and were seen to leave the place in a somewhat hurried manner. Those upstairs, disdaining the more usual method of using the staircase, with many 'Hail Hitlers' lobbed themselves from windows. On second thought, perhaps it wasn't 'Hail Hitler' they said."

21 October 1943 - several scrambles with nil results. "F/O Mossip and F/O Campbell took off on a Rhubarb also at 1430 hours intending to bomb a military tunnel near Buchy. Unfortunately there was no cloud cover over the target so flew down coast from Caveux to Le Havre and back to Caveux looking for shipping but no luck. F/O Moose Mossip's goggles were filled with tears when he landed, as he had had to drop his 'beautiful bombs' in the sea - and it hurt him."

23 October 1943 - word of Mossip's DFC - described as a very popular Hun Hater; "Our 'Moose' has an offensive spirit that has to be seen to be believed ! His motto is 'There is only one good Hun, and that is a dead 'un', to which we all agree. A suitable session was held in the evening at Ashford to celebrate the event".

6 November 1943 - Mossip on lone intruder, 2045-2140, from Manston - shot up two motor cars and one train near le Touquet - holed in ammunition box, bu

25 November 1943 - six aircraft, 1435-1605, to bomb special target in Cherbourg peninsula. One returned early. Mossip on this trip. Heavy flak on way out, many gun posts attacked. Strafing one, Wiley was hit, pulled up to 500 feet, hit again, set on fire, turned on back, dived into ground, exploded.

25 February 1944 - Mossip flies last patrol - posted to an OTU for instructional duties.

Apart from battle, he had several accidents.

On 26 April 1943 (Typhoon R7865) at Lympne, following an operational flight, he made what appeared to be a normal three-point landing, but aircraft bounced and then ran roughly on ground; tail wheel strut had fractured; blamed on rough airfield surface. At that time he had 427 hours on all types and 152 hours on Typhoons.

On 21 March 1944 (Typhoon JP677) on taking off for a local flight his port tyre burst; tyre and rim fell off. He was instructed to jettison long-range tanks and make a wheels-up landing. He wrote, " I jettisoned the tanks in the sea and carried out a normal flaps down, wheels up crash landing on the starboard side of the runway in use, i.e. on the grass. I switched the petrol and switches off and exited the aircraft." At the time he had 800 hours on all types and 300 hours on Typhoons.

On 23 October 1944 (Typhoon JP855) during training exercises he reported loss of oil pressure and high oil temperatures. He made a good precautionary landing.

Circumstances of Death: On 7 March 1945, in Typhoon JP936, he took off at 1415 hours, leading No.245 and 175 Squadrons (16 aircraft in all) for an RP (rocket projectile) reconnaissance in the Paderborn area. His No.2 was J.90481 P/O R.N.M. Brown who reported:

I was flying No.2 to F/L Mossip (Archduke, 245, Red Leader). We took off at 1415 hours with 175 (Quebec) Squadron, having been briefed to do an armed recce in the Paderborn area.

We attacked and destroyed a train near Salzkotten (Map Reference 51 39" North 08 33" East, 1:500,000 map). We then orbited while 175 Squadron attacked train. Just as 175 Squadron pulled up, we spotted another train. Red Leader called Quebec Leader (175) and told him of his intention. We then dived from about 8,000 feet to 4,000 feet as the cloud formation was a great hinderence here. Taking a closer look, Red Leader called to say that we could attack still another train further west as its location was safer (map reference of this train was 51 34" North 08 03" East near Amden). To avoid cloud we dived and jinked our way down to 3,000 feet flying about 270°. Red 3 called and said, "Watch out for H.T. wires". Red Leader called and said, "Going down now, breaking port." We turned in to attack at about 2,500 feet travelling now at about 380 mph. I saw Red Leader open fire with cannon. I began to open fire when I saw H.T. wires and pulled up steeply. I broke to port, as I was attacking on Red Leader's starboard side, when I suddenly saw a gray puff of smoke on the H.T. wires. Red Leader emerged doing flick rolls to the right at about 150 feet. I then noticed

that part of his starboard wing was gone. I pulled up and turned to starboard. In that instant Red Leader hit the ground and when I looked down again all I saw were the scattered remains of his aircraft, some parts still spinning across the ground. I saw nothing that resembled Red Leader in the wreckage. These H.T. wires were about 150 feet high, 800 yards due north of the railway line.

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MOSSMAN, F/O Lowell Milward (J87782) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 5 November 1921 in Riverport, Nova Scotia; home there (electrician's helper, service station attendant); enlisted in Halifax, 4 December 1940 as R153472 and posted to No.1 Manning Depot. To No.1A Manning Depot, 28 December 1940. To Dartmouth, 11 January 1941. To No.3 ITS, 9 April 1941; graduated and promoted LAC, 14 May 1941 when posted to No.17 EFTS; to No.8 SFTS, 2 July 1941; to Trenton, 10 September 1941 with the recommendation that he be remustered to a ground trade. He declined such action and was discharged 21 October 1941. He subsequently attended courses in Truro in English, Physics and Mathematics to improve his education. Re-enlisted in Halifax, 18 June 1942 as R76280 and is posted to No.5 Manning Depot, 12 July 1942; to No.9 SFTS (non-flying duty), 19 August 1942; to No.1 ITS, 24 October 1943; graduated 30 December 1942 and reinstated in LAC rank; to No.7 EFTS, 6 February 1943; graduated 3 April 1943 when posted to No.16 SFTS; graduated 23 July 1943 and promoted Sergeant. To "Y" Depot, 6 August 1943. Embarked from Halifax, 26 August 1943; disembarked in Britain, 1 September 1943. To No.11 (Pilots) AFU, 28 September 1943. Attached to No.1536 Beam Approach Training Flight, 16-29 November 1943. To No.24 OTU, 25 January 1944. To No.61 Base, 8 April 1944. Detached to Dalton Battle School, 8-22 April 1944. Detached to No.1664 Conversion Unit, 22 April to 19 May 1944. To No.428 Squadron, 19 May 1944. Commissioned 26 June 1944. Promoted Flying Officer, 15 August 1944. Repatriated 8 December 1944. To Moncton, 10 January 1945. To No.121 (Composite) Squadron, 23 January 1945. To Release Centre, 22 April 1945. Retired 2 May 1945. Customs Officer in Riverport and school bus driver. Died in Riverport, 11 April 1975. Medal presented 28 September 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 31 October when he had flown 33 sorties (203 hours five minutes), 24 May to 23 October 1944.

This officer has displayed great courage, initiative and skill throughout his tour of operations. On an attack on Stuttgart he was unable to identify the target owing to too much cloud. Undaunted, he orbited the target area and then bombed the fires. On two other occasions he showed exceptional tenacity of purpose coupled with a complete disregard of personal safety. At Dortmund, although

his port outer engine was badly damaged by flak, he pressed home his attack and bombed successfully and while on an attack on Chantilly his aircraft was badly holed by flak but with exceptional airmanship he carried on to the target, bombed and returned safely. He has demonstrated a great devotion to duty and an intense desire to serve.

The sortie list was as follows:

24 May 1944 - Trouville (4.20, second pilot)
5 June 1944 - Merville (5.55)
6 June 1944 - Coutrances (4.40)
24 June 1944 - Gardening (7.20)
26 June 1944 - Gardening (5.30)
28 June 1944 - Gardening (6.40)
5 July 1944 - Gardening (5.50)
18 July 1944 - Wesseling (5.50)
20 July 1944 - L'Hey (3.35)
24 July 1944 - Stuttgart (8.50)
28 July 1944 - Stuttgart (9.35)
3 August 1944 - Bois de Casson (5.05)
4 August 1944 - Bois de Casson (5.25)
5 August 1944 - St. Leu (5.45)
7 August 1944 - Mer de Magna (4.25)
8 August 1944 - Foret de Chantilly (5.15)
9 August 1944 - Coulonvilliers (4.10)
10 August 1944 - La Pallice (6.50)
12 August 1944 - Brunswick (5.45)
14 August 1944 - Falaise (5.05)
15 August 1944 - Soesterburg (3.45)
16 August 1944 - Stettin (8.10)
18 August 1944 - Bremen (6.25)
25 August 1944 - Russelsheim (9.15)
29 August 1944 - Stettin (9.10)
12 September 1944 - Dortmund (5.50)
14 September 1944 - Wilhelmshaven (4.10, recalled)
26 September 1944 - Calais (4.10)
27 September 1944 - Bottrop (5.50)
28 September 1944 - Cap Gris Nez (3.30)
4 October 1944 - Bergen (6.35)
6 October 1944 - Dortmund (6.25)

19 October 1944 - Stuttgart (7.35)

23 October 1944 - Essen (6.25)

Training: Attended No.3 ITS, 10 April to 16 May 1941. Courses in Mathematics (75/100), Armament, practical and oral (73/100), Signals (100/100), Hygiene and Sanitation (29/40), Drill (77/100), and Law and Discipline (44/60). Placed 28th in a class of 75. "Clean cut lad, intelligent and cheerful, Inclined to be a little dreamy."

Attended No..17 EFTS, 16 May to 2 July 1941. Finch II aircraft - 26 hours dual, 25 hours 55 minutes solo. Was 5.35 on instruments. Logged five hours in Link. "Conscientious and eager to learn - appearance and discipline good." Ground courses in Airmanship (126/200), Airframes (79/100 on supplemental), Aero Engines (51/100), Signals, practical (99/100), Theory of Flight (76/100), Air Navigation (140/200), Armament, oral (105/200 on supplemental), and graded 15/200 in Qualities as an NCO. Placed 29th in a class of 31. "Slow, somewhat carefree in attitude."

Attended No.8 SFTS, 3 July to 8 September 1941. Anson aircraft -33.40 day dual, 35.20 day solo, 2.20 night dual, 7.35 night solo. Was 25.20 on instruments. Logged 19.45 in Link. "Started slowly, progressing to an average pilot, Somewhat lacking in initiative and sense of responsibility. Must be pushed to obtain best results. Recommended to be remustered to ground duties." Ground courses in Airmanship and Maintenance (100/200), Armament, written (51.5/100), Armament, practical (54/100), Navigation and Meteorology (60/200), Signals, written (50/100) and Signals, practical (45/50). "This pupil has shown very little aptitude for learning or study. Almost total lack of initiative and has responded to discipline reluctantly. He failed his Ground Subjects." All officers recommended remuster to ground duties including S/L K.L.B. Hodson (Chief Instructor) and W/C W.W.Brown (Commanding Officer)

Second ITS course was at No.1 ITS, 26 October to 30 December 1942. Courses in in Mathematics, Law and Discipline, Navigation, General Studies. Anti-Gas, Armament (written), Aircraft Recognition, Drill, Signals and Meteorology. Scored 844 points of a possible 1,050. Placed 25th in a class of 53. "An ambitious and hard working airman. Did a good job academically. Service spirit and deportment good." (S/L R.N. Chandler)

Second EFTS course was at No.7 EFTS, 8 February to 11 April 1943. Tiger Moth aircraft - 2.45 dual to first solo, 23.15 day dual, 34.15 day solo, 2.45 night dual, 15 minutes night solo. Was 10.10 on instruments. Logged ten hours in Link. Courses in Navigation, Airmanship, Armament (written), Aircraft Recognition and Signals (practical). Scored 567 points of a possible 700. Placed 15th in a class of 16. "High average pilot. Previous flying time with RCAF. Inclined to be a little cocky at times." (S/L G.A. Tambling)

Second SFTS course was at No.16 SFTS, 5 April to 23 July 1942. Anson aircraft - 4.30 dual to first solo, 73.15 total day dual, 67.30 day solo, 10.50 night dual, 7.35 night solo. Was 12.30 in formation and 18.50 on instruments. Spent 26.25 in Link. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Signals (written and practical), and Meteorology. Scored 514 points of a possible 750. Placed 42nd in a class of 44. "Average pupil pilot, steady but inclined to overconfidence. Conduct and deportment suitable."

Attended No.11 (Pilots) AFU, 4 October 1943 to 25 January 1944. Oxford aircraft - 5.10 day solo to first day solo, 22.10 total day dual, 18.40 day solo, 1.10 night dual to first night solo, total 6.00 night dual, 19.35 night solo. Logged 5.10 on instruments, 15.00 in Link. Flying tests in General Flying (248/400), Applied Flying (123/200), Instrument Flying (155/250), Night Flying (50/100) and Link (30/50). "An average pilot inclined to be overconfident."

Attended No.1536 Beam Approach Training Flight, 17-29 November 1943. Oxford aircraft - 13.25 (all beam flying and 11.10 on instruments). Logged eight hours in Link. Graded in Beam Approach and "Q" Codes, Link Trainer (105/200), Receiver Operation (60/100), Instrument Flying (145/200), Cloud and Night Flying (145/200) and General Application of Beam Approach Procedure, flying (120/200). "This NCO appears to be a little slack in his flying and could do better if he tried. A very slow thinker."

Attended No.24 OTU, 26 January to 27 March 1944. Whitley aircraft - 2.15 day solo to first day solo, 7.35 total day dual, 12.10 day with a captain, 33.35 day solo, 1.35 night dual to first night solo, total 5.00 night dual, 8.35 night with captain, 33.40 night as sole captain; logged 31.30 on instruments, 13.30 in Link. Completed four day and five night cross-country flights (three Bullseye exercises), four day and one night fighter affiliation exercises. Flying tests in General Flying (280/400), Applied Flying (150/200), Instrument Flying (150/250), Night Flying (70/100) and Link (30/50). Ground examinations in Airmanship (186/300) and Signals (74/100). "This NCO is considered suitable for a commission. He converted very well on to Whitleys and has been an excellent captain."

Attended No.1664 Conversion Unit, 23 April to 18 May 1944, Crew consisted of L.M Mossman (pilot and captain), J27504 F/O J. Knippelberg (navigator), J29368 P/O C.R. Jones (bomb aimer, later DFC), R163982 Flight Sergeant L.A. Anderson (WOP), 1338512 Sergeant T. Meadows (flight engineer), R251615 Sergeant W.J. Cole (mid-upper gunner) and R260148 Sergeant J.E. Walton (rear gunner). Mossman described as "A better average pilot than captain, with an average crew."

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MOSSOP, A/C Neron Frederick (C38) - **Commander, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 82/46 dated 25 January

1946. Enlisted in Ottawa, 1 April 1924 as a storesman. Group Captain as of 25 February 1941; to No.1 Depot, 1 May 1941. To AFHQ, 6 March 1942. Promoted Air Commodore, 1 February 1943. Retired 10 March 1946. Died in Lancaster, Ontario, 20 December 1965 s per **Legionary** of March 1966. Medal presented 8 April 1948.

This officer was appointed to a commission in the Canadian Air Force in 1924 and has served faithfully ever since. He has held many important equipment positions in Commands and Headquarters and was Deputy Air Member Supply during the most trying time of this war and carried out his duties most successfully. He is tactful and resourceful and exhibits fine judgement at all times. His great devotion to duty throughout his lengthy service career has made a splendid contribution to the war effort.

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MOSURE, F/O Elmer Marshal (J37890) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 4 October 1910 in Harrison, Ontario; home in Victoria, British Columbia (bureau inspector); enlisted in Vancouver 10 August 1942. To No.3 Manning Depot, 30 November 1942. To No.8 Manning Depot, 5 January 1943. To No.3 SFTS, 7 March 1943. To No.7 ITS, 20 March 1943; graduated and promoted LAC, 28 May 1943 but not posted to No.2 BGS until 15 June 1943; to No.5 AOS, 18 September 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 5 August 1945. Retired 28 September 1945. Medal presented 27 November 1948.

Flying Officer Mosure has now completed his first operational tour. During an attack on Emmerich in October 1944, his aircraft was severely damaged and fire broke out in the nose of the aircraft. This officer fought with the flames until they were subdued and succeeded in preventing a serious situation. Flying Officer Mosure is an officer of cool resource and courage and has at all times shown a high standard of devotion to duty.

Public Records Office Air 2/8751 has recommendation dated 1 April 1945 when he had flown 27 sorties (192 hours), detailed as follows:

* daylight operation

23 September 1944 - Neuss

25 September 1944 - Cap Gris Nez*

27 September 1944 - Calais*
5 October 1944 - Saarbrücken
7 October 1944 - Emmerich*, aircraft hit by incendiaries
11 October 1944 - Fort Fredrick Hendrik*
12 October 1944 - Fort Fredrick Hendrik*
14 October 1944 - Duisburg
14 October 1944 - Duisburg*
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
23 October 1944 - Essen
29 October 1944 - Domburg*
9 November 1944 - Wanne Eickel*
16 November 1944 - Düren
3 December 1944 - Urft Dam
4 December 1944 - Karlsruhe
7 January 1945 - Munich
28 January 1945 - Stuttgart
date ? - Gelsenkirchen
1 March 1945 - Mannheim*
2 March 1945 - Cologne
8 March 1945 - Kassel
12 March 1945 - Dortmund*
18 March 1945 - Hanau
23 February 1945 - Pforzheim
18 April 1945 - Heligoland

Flying Officer Mosure has now completed 27 sorties in his first operational tour; his bombing results have been consistently good, and at all times he has shown exceptional coolness and resourcefulness.

These high qualities contributed considerably to the saving of the aircraft in which he was flying over Emmerich during a daylight attack on 7th October 1944. Incendiary bombs falling from an aircraft above struck the Lancaster and six of them entered the wings, petrol tanks and fuselage. A dangerous fire was started in the nose of the aircraft, and Flying Officer Mosure fought with the outbreak for ten minutes before the flames were subdued, thus preventing the development of a very serious situation.

Flying Officer Mosure's keenness for operational flying is such that he has on a number of occasions flown with crews other than his own, when the necessity

has arisen. He exhibits the same enthusiasm in the section and has proved in every way completely reliable.

Incident of 7 October 1944, Lancaster III, serial LM723, 1420 hours. Pilot was F/L David Robb, AFC, later DFC; others were 1067664 Sergeant A. Gamble (flight engineer), 1681703 Sergeant A. White (navigator), J37890 F/O E.M. Mosure (bomb aimer, later awarded DFC), 1590163 Sergeant R. Brown (WOP/AIR), R262629 Sergeant C.M.P. Kerr (mid-upper gunner) and R258498 Sergeant R.G. Gibson (rear gunner). No injuries. Robb gave the following statement:

When on the bombing run, I saw a Lancaster approximately 1,500 feet above me on the port bow. I saw his 4,000-lb bomb drop at a safe distance on my port. I continued my bombing run and as the B/A told me of our H.E. "gone", the F/E beside me who was on lookout for aircraft above, warned me of the incendiaries. I looked up and immediately commenced to turn to starboard. The next moment the windscreen was shattered and damage was done to the flying panel, and a fire commenced in the B/A.'s compartment. The B/A was supplied with fire extinguishers and succeeded in putting out the fire. Other damage was caused by four more incendiary bombs.

The damage was described as follows - "Starboard tailplane holed. Fuselage former No.20 and skin damaged. Pilot's instrument panel smashed. Former E damaged at top and burnt near camera mounting. Starboard No.1 and 2 and Port No.3 Fuel Tanks holed and mainplane skin damaged above each tank. All damage caused by four incendiary bombs." It was noted that Robb was at his ordered height (10,000 feet).

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MOTHERWELL, F/L Victor George (J7920) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 3 May 1919 in New Westminster; home in Vancouver; enlisted there 10 January 1941 and posted to No.2 Manning Depot. To No.1 ANS, 20 February 1941. To No.2 ITS, 10 April 1941; graduated and promoted LAC, 15 May 1941 when posted to No.16 EFTS; graduated 3 July 1941 when posted to No.4 SFTS; graduated and commissioned, 10 October 1941. To Trenton, 11 October 1941. To No.4 SFTS, date uncertain. Promoted Flying Officer, 1 October 1942. To RAF Ferry Command, 25 April 1943. To United Kingdom, 1 July 1943. Promoted Flight Lieutenant, 10 October 1943. Promoted Squadron Leader, 30 October 1944. Repatriated 10 September 1945. Retired 25 October 1945. TCA and Air Canada pilot for 30 years. Died in Delta, British Columbia, 14 September 2015. Medal presented 27 November 1948. RCAF photo PL-41600 (ex UK-18123 dated 19 January 1945) shows him as a Flight Commander in Snowy Owl Squadron. Photo PL-41602 (ex UK-18125 dated 19 January

1945) shows commanders of No.420 Squadron - F/L F.S. McCarthy (Windsor, flight commander), W/C W.G. Phalen (Toronto, squadron commander) and S/L B.C. Motherwell (Vancouver, flight commander). RCAF photo PL-41603 (ex UK-18126 dated 19 January 1945) shows S/L B.G. Motherwell and LAW Helen Woodcroft (Victoria, education section assistant).

This officer has completed a number of sorties including attacks against several strongly defended targets in Germany. On one occasion in September 1944 Flight Lieutenant Motherwell was captain of an aircraft detailed to attack Kiel. The mission was successfully accomplished but on the return flight the flaps and undercarriage fell down and the bomb doors opened. Height was maintained but after two hours flying at a low airspeed the aircraft was forced down on to the sea. Flight Lieutenant Motherwell and his crew spent sixteen hours in their dinghy before being rescued. During the whole operation he displayed fine captaincy, magnificent airmanship and cheerful and gallant courage which largely contributed to the safety of the crew.

Note: The incident described was on 15/16 September 1944 involving Halifax NA629 (PT-W), following an operation against Kiel. Airborne at 2156 hours, 15 September 1944 from Tholthorpe. Bombed from 18,000 feet at 0119. While returning to base the crew experienced trouble with the hydraulic system and eventually the flaps, undercarriage and bomb doors dropped down. All efforts to rectify the situation failed and at 0225 an emergency signal was transmitted, followed at 0350 by an SOS. Fifteen minutes later the Halifax was ditched some 70 miles off the East Anglia coast. At about 1730 hours. 16 September 1944 a squadron Halifax, captained by F/L E.S.Heimpel RCAF, sighted their dinghy and at 2000 an RAF ASR HSL reached the crew and took them into Great Yarmouth. Despite their harrowing experiences, none were injured. Crew were F/L V.G.Motherwell RCAF (awarded DFC), Sergeant J.Porter, F/O I.E. McGown, RCAF, F/O A.J. MacDonald, RCAF, Sergeant L.K.Engemoen, RCAF (awarded DFM), Sergeant T.J.Bibby, RCAF, Sergeant J.A.Wigley, RCAF, and Sergeant J.L.Hickson, RCAF.

The original recommendation, drafted 23 September 1944, is in DHist file 181.009 D.3456 (National Library and Archives RG.24, Box 20639) and read as follows:

On the night of September 15/16th, Flight Lieutenant Motherwell was captain of an aircraft detailed to attack Kiel. On the return journey after a successful attack, the flaps and undercarriage suddenly fell down and the bomb doors opened. Height was held at 4,000 feet using full power, but after two hours flying at a low airspeed it was obvious that ditching would be necessary.

Flight Lieutenant ordered his crew to ditching stations and then, although flaps and wheels were down and bomb doors open, he successfully ditched the

aircraft without injury to any of his crew. He then directed all his crew into the dinghy and cast off.

During the hours they were adrift, Flight Lieutenant Motherwell kept his crew in good cheer and assured them that as proper R/T procedure had been carried out, they would be located. Sixteen hours after ditching the dinghy was sighted by an aircraft of their own squadron and an Air Sea Rescue flying boat directed to their rescue.

Flight Lieutenant Motherwell during this whole operation displayed superb captaincy and magnificent airmanship to which his crew undoubtedly owe their lives, and it is strongly recommended that he be awarded the immediate Distinguished Flying Cross.

RCAF photo PL-33075 (ex UK-15344 dated 26 September 1944) is captioned as follows: "Flight Lieutenant Vic Motherwell (centre) has good reason to shake the hand of F/L E.S. Heimpel. It was the latter (whose home is at MacDonald College, Quebec), who spotted F/L Motherwell's crew adrift in the North Sea and assisted in their rescue after nearly 14 hours in a dinghy. At left is Flight Sergeant L.K. Engemoen od Wadena, Saskatchewan, the wireless operator who earned the praise of crewmate for his work inn sending out SOSs. The incident occurred on the crew's 15th trip, a long over-water bombing mission to Kiel." Photo PL-33076 (ex UK-15345 of 26 September 1944) shows him alone. Photo PL-33077 (ex UK-15346 dated 26 September 1944) is captioned as follows: "Sergeant Jack Porter (right), a flight engineer in the RCAF Bomber Group's Snowy Owl squadron discusses with his skipper [F/L Vic Motherwell] their rescue after nearly 14 hours adrift in the North Sea."

RCAF photo PL-42680 (26 September 1944) is captioned as follows: "Two Winnipeg men who were rescued from the North Sea after nearly 14 hours adrift in a dinghy talk over the incident with their pilot, F//L Vic Motherwell (left) of Vancouver. At centre is F/O Alastair MacDonald of 357 Maplewood Avenue, the crew's bomb aimer, and at right is F/O Ian McGowan of 100 Roslyn Road, the navigator. Incident occurred after the pilot was forced to 'ditch' his Snowy Owl squadron Halifax following an attack on Kiel carried out by the RCAF Bomber Group."

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MOTRIUK, WO Stanley Arcadie (R157271) - **Mention in Despatches** - No.50 Squadron (deceased) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born in Winnipeg,, 3 July 1920. Shipping clerk and fish filleter before enlisting. Home in Elmwood, Manitoba; enlisted in Winnipeg, 26 February 1942. To No.2 Manning Depot, 21 May 1942. To No.7 BGS (guard), 20 July 1942. To No.7 ITS, 28 August

1942; graduated and promoted LAC, 23 October 1942 but not posted to No.2 BGS until 7 November 1942; graduated 12 January 1943 when posted to No.3 AOS; graduated and promoted Sergeant, 19 February 1943. To "Y" Depot, Halifax, 6 March 1943. Disembarked in Britain 17 March 1943 and taken on strength of No.3 Personnel Reception Centre, Bournemouth. Attached to 3rd Canadian Armoured Brigade, 9-21 April 1943. To No.6 (O) AFU, 3 August 1943. Promoted Flight Sergeant, 19 August 1943. To No.82 OTU, 31 August 1943. To No.31 Base, 30 November 1943. To No.51 Base, 13 March 1944. To No.50 Squadron, 11 April 1944. Killed in action 8 July 1944 (Lancaster PA996, "J"); buried in France. In a letter to his parents, the Commanding Officer of No.50 Squadron stated that he had completed 26 sorties.

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MOTT, F/L Guy Elwood (J22319) - **Distinguished Flying Cross** - No.441 Squadron - Award effective 20 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 20 February 1920, Oil Springs, Ontario; home in Sarnia, Ontario (structural iron worker); enlisted in London, Ontario, 2 May 1941. Held at St. Hubert and Trenton pending training. Attended No.1 ITS (16 July to 20 August 1941; promoted to LAC on latter date), No. 9 EFTS (21 August to 10 October 1941) and No.1 SFTS (11 October 1941 to 23 January 1942; promoted to Sergeant on 22 January 1942). To No.14 Squadron, 24 January 1942 (Rockcliffe and Sea Island); to No.125 Squadron, 15 May 1942 (Sydney and Torbay) until 12 January 1944; promoted to Flight Sergeant, 1 July 1942; commissioned 13 November 1942; promoted to Flying Officer, 13 May 1943; promoted to Flight Lieutenant, 1 November 1943). Arrived in UK, 31 January 1944. No.441 Squadron 13 February to 6 August 1944. Missing on 6 August 1944, reported safe on 9 August 1944. Posted to Canada, 21 December 1944; To No.9 SFTS, 1 February to 1 May 1945; released 4 May 1945. In ground attack claimed 19 vehicles in flames, 23 "smokers", one tank "smoker", one armoured vehicle "flamer", and one locomotive destroyed. Aerial victories: **28 March 1944**, one Me.410 damaged on ground (shared with two others); **30 June 1944**, one Bf.109 destroyed, Argentan; **5 July 1944**, two FW.190s destroyed (one shared with another pilot), Alencon; **13 July 1944**, one FW.190 destroyed west of Argentan; **18 July 1944**, one Bf.109 destroyed north of Argentan; **27 July 1944**, one FW.190 destroyed, Argentan. Joined RAF postwar and Mentioned in Despatches. RCAF photo PL-31061 (ex UK-13324 dated 8 August 1944) shows Lord Trenchard chatting with Mott "on an airfield somewhere in Normandy." Photo PL-31063 (ex UK-13326 dated 8 August 1944) shows Mott (left) and P/O Harry Plewes (London, Ontario), visit a natural garden in Normandy.

Flight Lieutenant Mott is a courageous and determined pilot who has set a fine example to all. He has completed very many sorties and has at all times displayed the greatest keenness. He has destroyed four hostile aircraft.

NOTE: On 27 September 1942, flying Hurricane BAO 1364 (No.125 Squadron), reported:

While flying over Conception Bay near Bauline, aircraft developed glycol leak, smoke appearing in cockpit. I climbed to 1,100 feet and attempted to make the airport but found that by this time the smoke had so filled the cockpit that I could not see forward so I rolled over and bailed out, landing in the water and after about 35 minutes I was picked up by fishermen from Bauline.

Further to the above, the Accident Investigation Branch report gave the time as 1422 hours, duty was "authorized search for Blue Army fortifications" and weather CAVU. His flying times given as following types and times: Fleet (35.30 dual, 29.20 solo), Yale (16.40 dual, 19.05 solo), Harvard (63.55 dual, 88.40), Kittyhawk (60.55), Lockheed 10A (20.15 dual as co-pilot), Hurricane (52.30). Narrative as follows:

Flight Sergeant Mott in aircraft Hurricane No.1364 took off at 1415 hours in formation with Hurricane No.1375. On being airborne formation turned westward to fly to Conception Bay, which they had been authorized to patrol in search of the Blue Armies fortification. Both pilots were authorized to fly low as necessary. After reaching Conception Bay at Portugal Cove the formation descended to 200 feet to search the shore, it being Flight Sergeant Mott's intention to fly northward along the coast. Naval vessel was observed which we passed over and shortly afterwards white smoke emerged from the starboard rear exhaust stack of Hurricane 1364. The pilot thought his engine was going unserviceable so he opened the throttle for a normal climb and proceeded to gain altitude. The opening of the throttle made the smoke worse and it began to come into the cockpit. The pilot decided to abandon aircraft so he opened the coup top and unfastened his Sutton harness and opened the throttle full. He continued to climb, watching the hills to one side as the smoke made it impossible to see ahead. At approximately 1,100 feet altitude, pilot levelled off, rolled to the left, and fell clear of the aircraft and made a successful parachute jump, alighting in the water. Pilot was uninjured, aircraft was a total loss. The pilot was unable to contact the ground station by radio after being airborne.

The Officer Commanding Maintenance Squadron at the station states that from the available evidence of the pilots in formation it appears the last [first ?] indication of trouble was white smoke pouring from the exhaust stacks, which later increased in intensity. He further states that this is a sure indication of an internal glycol leak.

Training: At No.1 ITS, Course No.51 (16 July to 29 August 1941) scored the following: Mathematics, 100/100; Armament, 64/100; Signals, 93/100; Hygiene and Sanitation, 39/40; Drill, 77/100; Law and Discipline, 60/60; graduated 71st in a class of 182. Described as "A bright

and conscientious student, possessed with average intelligence. Calm and cool. Determined to succeed. Is willing and cooperative. Should make good aircrew material.

At No.9 EFTS, course 36 (20 August to 10 October 1941) flew 24.30 dual, 29.20 sol and 10 hours instruments (Fleet Finch); scored on following: Airmanship, 124/200; Airframes, 64/100, Aero Engines, 60/100; Signals, 86/100; Theory of Flight, 70/100; Air Navigation, 123/200; Armament (oral), 136/100; and qualifications as officer, 159/200. Ranked 26 in class of 36 and not considered officer material. However, the CFS (G.B. Dunbar ?) wrote, "This student has been exceptionally good both in his flying and his attitude toward his instructor during the entire length of his course at No.9 EFTS. He should do very well as a pilot in the service. He works hard and is continually striving to be better." The Chief Ground Instructor wrote, "Average type conscientious, anxious to complete training and get overseas. Conduct and deportment, satisfactory."

At No.1 SFTS (Course No.40, 12 November 1941 to 23 January 1942) he flew Yale and Hards, 45.30 dual day, 32.40 solo day, 5.05 dual night, 6.55 solo night, 20.20 on instruments, 20 hours in Link. Got 510/700. "Progress normal. No outstanding faults which need polish". In Ground School he scored thus: Airmanship and Maintenance, 147.200; Armament (W), 79/100, Armament (P), 89/100; Navigation and Meteorology, 145/200; Signals (W), 72/100, Signals (P), 40/50. "Good effort throughout. Very good type". He graduated 33 in class of 41.

On form dated 12 December 1944 he stated he had flown 445 hours on Hurricanes, 240 hours on Spitfires,

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MOTT, FS Howard Albert (R68160) - **Mention in Despatches** - No.162 (BR) Squadron (AFRO gives unit only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 7 January 1912. Home in Greenwood, Nova Scotia; enlisted in London, Ontario, 8 July 1940 as Cook. To No.10 (BR) Squadron, 24 July 1940. Promoted AC1, 1 January 1941. Promoted LAC, 1 April 1941. Promoted Corporal, 1 May 1941. Promoted Sergeant, 1 October 1941. To Newfoundland, 23 November 1941. To Halifax, 27 March 1942. To "K", 6 April 1942. Promoted Flight Sergeant, 17 May 1942. To Halifax, 4 February 1943. Reclassified as Chef, 1 June 1943. To No.162 (BR) Squadron, 14 December 1943; to Iceland with that unit, 31 December 1943. To Moncton, 3 February 1945. To No.8 OTU, 25 April 1945. To Greenwood, 31 July 1945. To No.4 Release Centre, 18 August 1945. Retired 28 August 1945. Public Records Office Air 2/9056 has recommendation for a BEM which was clearly downgraded to MiD:

This Non-Commissioned Officer has been employed as Chef since December

1943. he has shown great capacity for hard work and by his ceaseless endeavour and thought for the needs of others he has contributed in no small measure to the high standard of morale and well-being prevailing in this squadron.

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MOULD, F/O John Lister (J86694) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 18 May 1945 as per **London Gazette** of that date and AFRO 1085/45 dated 29 June 1945. Born Mount Dennis, Ontario, 29 June 1920; home there (salesman); enlisted in Toronto, 29 September 1941. To No.2 Manning Depot, 19 November 1941. To No.11 Equipment Depot, 21 January 1942; to No.3 ITS, 29 February 1942; graduated and promoted LAC, 3 May 1942; to No.11 EFTS, 9 May 1942; to No.18 SFTS, 18 July 1942; graduated and promoted Sergeant, 6 November 1942. To "Y" Depot, 20 November 1942. To RAF overseas, 10 December 1942. Commissioned 26 March 1944. Promoted Flying Officer, 26 September 1944. Medal presented at Buckingham Palace 29 June 1945. Repatriated to Canada, 2 August 1945. Released 15 October 1945. Died in Toronto, 30 July 1990 as per **Legion Magazine** of November 1990. RCAF photo PL-44880 (ex UK-22461 dated 6 July 1945) taken after investiture, with friend, Miss Olive Humphries (Stourbridge, Worcestershire).

This officer has participated in a number of operational missions and has quickly shown the qualities of an efficient and determined captain. This was amply demonstrated one night in March 1945 when detailed to attack Hagen. En route to the target, the port inner engine became unserviceable. Although some height was lost and the airspeed was affected, Flying Officer Mould continued to the target which he attacked in the face of considerable anti-aircraft fire. Throughout he displayed fine airmanship and set a fine example of devotion to duty.

DHH file 181.009 D.1509 (Library and Archives Canada RG.24 Volume 20599) has original recommendation by W/C C.C. Marshall dated 21 March 1945 when he had flown five sorties (36 hours) on operations.

7 March 1945 - Dessau (8.40)
11 March 1945 - Essen (5.45, daylight)
12 March 1945 - Dortmund (6.20, daylight)
14 March 1945 - Zweibrucken (7.00)
15 March 1945 - Hagen (7.30, three engine from base to target to base)

On the night of March 15th, Flying Officer Mould and crew were detailed to

attack Hagen. Just after take-off, a mechanical failure made it necessary to feather the port inner engine. Knowing that he could not maintain briefed air speeds, he set course early and proceeded on his way to the target, which was successfully bombed from 14,000 feet, through an intense barrage of heavy flak. Such a display of courage and resolution is definitely of a very [high] standard for a crew on their fifth operational sortie.

I highly recommend him for the immediate award of the Distinguished Flying Cross.

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MOWAT, F/L William (J22242) - **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 4 March 1923. Home in Winnipeg; enlisted there 18 December 1941. To No.2 Manning Depot, 14 January 1942. To No.3 BGS (guard), 28 March 1942; to No.7 ITS, 9 May 1942; graduated and promoted LAC, 3 July 1942; posted next day to No.6 AOS; graduated 12 September 1942 when posted to No.1 CNS; to No.7 BGS, 6 November 1942; graduated and commissioned, 18 December 1942. To No.12 SFTS, 2 January 1943; to No.34 OTU, 22 January 1943; to "Y" Depot, 15 May 1943; to RAF overseas, 26 May 1943. Promoted Flying Officer, 18 June 1943. Promoted Flight Lieutenant, 18 December 1944. Repatriated, 2 August 1945. Retired 12 August 1945. Placed in Supplemental Reserve, 2 May 1948 as Aeronautical Engineer (22242). Retired again 15 September 1948. Certificate sent 8 October 1948.

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MOWATT, F/O Everett Annand (J27871) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 1918 at Chipman, Nova Scotia; home in New Richmond, Quebec (clerk); enlisted in Moncton, 24 May 1941. Trained at No.3 ITS (graduated 19 December 1941), No.21 EFTS (graduated 21 February 1942) and No.9 SFTS (graduated 19 June 1942). Commissioned 1943. Taken on strength of No.3 PRC, 11 October 1943. Repatriated 2 August 1945. Released 18 September 1945. Medal sent by registered mail 28 June 1949. Photo PL-45404 shows him. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1515 (RG.24 Col.20600) has recommendation dated 23 February 1945 when he had flown 29 sorties (166 hours), 3 September 1944 to 16 January 1945.

Flight Lieutenant Mowatt has now completed a tour of operations on four-engined bombers and has penetrated deep into the heart of enemy territory on

many occasions. He has flown over such heavily defended targets as Duisburg, Osnabruck, Kiel and Sterkrade.

Throughout his tour he has displayed exceptional courage and fortitude. Always ready to come to grips with the enemy and never lacking in esprit de corps, he has set a splendid example as a pilot to all members of the squadron. Towards the last of his tour he has acted as Deputy Flight Commander and in that capacity has been superior.

The sortie list was as follows:

3 September 1944 - Volkel (3.40)
11 September 1944 - Kastrop-Rauxel (5.05)
12 September 1944 - Wanne Eickel (4.55)
13 September 1944 - Osnabruck (4.30)
15 September 1944 - Kiel (6.20)
16 September 1944 - Boulogne (4.30)
28 September 1944 - Cap Gris Nez (4.00)
29 September 1944 - Sterkrade (4.50)
6 October 1944 - Dortmund (6.05)
9 October 1944 - Bocum (6.20)
14 October 1944 - Duisburg (4.50)
14 October 1944 - Duisburg (5.45)
23 October 1944 - Essen (6.05)
28 October 1944 - Cologne (6.15)
30 October 1944 - Cologne (6.30)
1 November 1944 - Oberhausen (6.00)
4 November 1944 - Bochum (5.20)
6 November 1944 - Gelsenkirchen (5.05)
21 November 1944 - Castrop Rauxel (6.00)
26 November 1944 - Neuss (5.25)
30 November 1944 - Duisburg (6.15)
2 December 1944 - Hagen (7.15)
4 December 1944 - Karlsruhe (6.25)
5 December 1944 - Soest (5.45)
6 December 1944 - Osnabruck (6.20)
18 December 1944 - Duisburg (5.00)
30 December 1944 - Cologne (6.40)
2 January 1945 - Ludwigshaven (7.05)
16 January 1945 - Magdeburg (6.55)

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MOWBRAY, Corporal Robert (R88840) - **Mention in Despatches** - No.419 Squadron (AFRO gives unit as No.64 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 28 November 1904. Home in Weston, Ontario; enlisted Toronto, 10 January 1941 and posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 7 February 1941. Promoted AC1, 5 July 1941; to No.6 BGS, 9 July 1941; to "Y" Depot, 2 January 1942; to RAF overseas, 1 January 1942. Promoted Corporal, 1 April 1942. Repatriated to Canada, 7 June 1945. To No.1 Air Command, 24 June 1945. To No.7 SFTS, 25 July 1945. To No.9 Release Centre, 4 September 1945. Released 14 September 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation from W/C W.P. Pleasance, CO of No.419 Squadron, to CO Middleton St.George dated 14 July 1944. Confirmed he had enlisted 10 January 1941; cited service as one year in Canada, 30 months overseas. Fitter IIA.

Corporal Mowbray has been an airframe mechanic with the squadron since January 31st, 1942 and has invariably shown great diligence, care and outstanding enthusiasm for his work.

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MOWER, WO Arthur Joseph Charles (R74757) - **Distinguished Flying Cross** - No.223 Squadron - Award effective 23 February 1944 as per **London Gazette** dated 5 March 1944 and AFRO 766/44 dated 6 April 1944. Born in Lincoln County, Ontario, 31 May 1912; home in Port Dalhousie or St.Catharines, Ontario (baker, truck driver and salesman); enlisted in Vancouver, 12 October 1940 and posted to No.2 Manning Depot, Brandon. To No.36 SFTS, Swift Current for guard duty, 25 October 1940. To No.2 WS, Calgary, 7 December 1940. Promoted LAC, 7 January 1941. To No.2 BGS, 25 April 1941; graduated 26 May 1941 and promoted Sergeant. To Embarkation Depot, 9 June 1941; to RAF overseas, 14 August 1941. Arrived in United Kingdom, 15 September 1941. To No.1 Signal School, 29 September 1941. Promoted Flight Sergeant, 1 December 1941. Posted to Middle East arriving at Tewfik, 7 March 1942. To Helwan, 1 April 1942. To No.21 Personnel Transit Centre, Egypt, 4 July 1942. To No.70 OTU, 31 August 1942. Promoted WO2, 1 November 1942. To No.223 Squadron, 5 November 1942. With that unit he flew 91 sorties (199 operational hours). Promoted WO1, 1 May 1943. To No.2 BPD, 4 January 1944; to No.70 OTU, 13 February 1944 to be employed as ground instructor to 25 March 1944. Returned to United Kingdom, 1 June 1944 and posted to No.3 PRC, Bournemouth. Commissioned 22 September 1944 (J88673). Although anxious to return to operations on any type of aircraft (and not pressing for a Canada posting) he was repatriated 23 September 1944. To No.1 Training Command, 11 December 1944. To No.1 Instrument Flying School, Camp Mohawk, 13 December 1944. Attended administration course at No.1 Composite Training

School, 12 January to 8 February 1945 before return to Camp Mohawk. Promoted Flying Officer, 22 February 1945. Was bored by administration and applied for release in June 1945. To Release Centre, 28 August 1945. Retired 31 August 1945. Died in Ladner, British Columbia, 28 June 1965 as per British Columbia Vital Statistics. Medal presented 15 April 1948.

As wireless operator air gunner, Warrant Officer Mower has displayed efficiency, reliability and fine fighting spirit. He has been engaged on operations throughout the campaigns in North Africa, Italy and Sicily, and has completed many telling attacks on enemy targets. Warrant Officer Mower's enthusiasm for operational flying has been outstanding.

Notes: Interviewed 16 September 1940; described as follows: "Very suitable type for gunner. Hardened by living, fatalistic and believes in his own 'good luck' and immunity from danger. Wants to serve in RCAF. Applied as pilot in September 1939. Is now over age. Is pleasing, speaks well and seems quite straight forward. Manly type - a bit on the rough side. However, will 'fit in' aircrew and should prove a good gunner.

Application for operational wing stated his first sortie was 2 December 1942 and last was 9 January 1944 (Baltimore aircraft - 195 operational hours and 175 non-operational hours). Another form suggested last sortie was 9 December 1943. Overseas he stated he had flown 19.25 on Oxford, 31.10 on Blenheim and 300 hours on Baltimores.

While at No.70 OTU (8 October 1942) he was on Blenheim Z6152 which crashed in a training flight pilot error in misjudging wind). Uninjured.

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MOYER, F/O Arthur Andrew (J14645) - **Distinguished Flying Cross** - No.226 Squadron - Award effective 17 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 17 October 1918 in Kitchener, Ontario; home in Waterloo, Ontario (OTC for one year); enlisted in Hamilton, 12 September 1941. Granted Leave Without Pay until 12 October 1941 when posted to No.5A Manning Depot. To No.3 Training Command, 23 November 1941. To No.5 Manning Depot, 28 November 1941. To No.3 ITS, 17 January 1942; graduated and promoted LAC, 14 March 1942; to No.8 AOS on 14 March 1942; 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 on 21 September 1942. To No.34 OTU, 23 October 1942. To "Y" Depot, 6 February 1943. To RAF overseas, 8 March 1943. Promoted Flying Officer, 21 March 1943; promoted Flight Lieutenant, 21 September 1944. Repatriated 18 December 1944. To No.3 Training Command, 19 December 1944; to No.1 Air Command, 15 January 1945; to No.1 AOS, 5 February 1945. To No.4 Release Centre, 1 May

1945; retired 12 May 1945. Educated under Veterans Rehabilitation Act. Graduated from University of Western Ontario, 1950, internal medicine and practice family medicine until he was 83; also attached to military reserves until age 65. Died in London, 13 December 2007. Medal sent by registered mail 10 March 1949.

This navigator has completed numerous sorties in daylight and at night. Many of his missions have been in close support of our armies on the Continent. Flying Officer Moyer has shown exceptional ability and great courage in the face of heavy enemy fire.

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MOYER, P/O Ronald Claus (J16247) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 13 May 1943 and AFRO 1035/43 dated 4 June 1943. Born at Beamsville, Ontario, 25 September 1918; home there; enlisted in Hamilton, 28 October 1940. To No.4 BGS (guard duty), 28 November 1940. To No.1 ITS, 8 February 1941; graduated and promoted LAC, 16 March 1941 but not posted to No.1 AOS until 31 March 1941; to No.1 BGS, 22 June 1941; graduated and promoted Sergeant, 2 August 1941; to No.1 ANS, 2 August 1941; may have graduated 5 September 1941 but not posted to No.31 OTU until 26 September 1941. To RAF overseas, 11 October 1941. Commissioned 17 October 1942. Promoted Flying Officer, 17 April 1943. Appears to have been given leave in Canada early 1944. Taken on strength of No.3 PRC, 10 May 1944; promoted Flight Lieutenant, 13 September 1944; repatriated to Canada 22 January 1945. To No.1 Air Command, 2 February 1945. To No.1 AOS, 6 March 1945. To No.4 Release Centre, 1 May 1945; retired 19 May 1945. DFC and Bar presented 9 April 1948. Photo PL-21650 is a portrait. Postwar he was active in the formation of the Grape Growers' Marketing Board and served as Chair for 15 years. Also served as President of the Canadian Horticultural Council and was a long term director for the Ontario Tender Fruit Producers' Marketing Board, and the Ontario Fruit and Vegetable Growers' Association. Worked with Arthur Fleming as a broiler hatching egg producer for Fleming Chicks in Beamsville. Died with his wife in a house fire, Beamsville, 10 August 2012. See **Globe and Mail**, 23 August 2012, "Grower Brought Canadian Wine to the World."

The operations against the enemy, in which this officer has participated, include attacks against many highly defended targets such as Essen, Berlin and Hamburg. He has also taken part in mine-laying operations and sea searches over enemy waters. Pilot Officer Moyer has frequently led his pilot to the target with cool judgement and determination and has secured photographs, displaying a fine record of successful bombing. His efficiency in navigation, together with his courage and devotion to duty, have been an inspiration to the other members of his crew.

NOTE: Public Record Office Air 2/8950 has recommendation drafted 8 March 1943 when he had flown 30 sorties (172 hours 55 minutes). Sortie list and text add to the record:

2 June 1942 - Rennes (5.45)
4 June 1942 - Dieppe (3.35)
8 June 1942 - Dieppe (4.25)
16 June 1942 - Lorient (7.15)
9 July 1942 - GARDENING (5.25)
26 July 1942 - Hamburg (7.05)
31 July 1942 - Dusseldorf (5.30)
4 August 1942 - Sea Search (3.20)
4 August 1942 - Lorient (6.20)
6 August 1942 - Duisberg (5.05)
12 August 1942 - Frankfort (7.25)
17 August 1942 - Osnabruck (6.05)
18 August 1942 - Flensburg (7.25)
27 August 1942 - Kassell (7.15)
8 September 1942 - Frankfort (8.30)
10 September 1942 - Dusseldorf (5.30)
13 September 1942 - Bremen (5.35)
9 January 1943 - GARDENING (4.40)
15 January 1943 - Lorient (5.40)
29 January 1943 - Lorient (6.35)
4 February 1943 - Turin (9.05)
18 February 1943 - Wilhelmshaven (4.50)
19 February 1943 - Wilhelmshaven (5.35)
24 February 1943 - Wilhelmshaven (4.30)
25 February 1943 - GARDENING (3.50)
26 February 1943 - Cologne (5.10)
28 February 1943 - St.Nazaire (5.45)
1 March 1943 - Berlin (5.15)
3 March 1943 - Hamburg (5.30)
5 March 1943 - Essen (5.00)

Since joining this squadron in February 1942, Pilot Officer Moyer has acted as navigator on aircraft on 30 offensive sorties over enemy territory. These operations included Gardening in several different enemy waters, and also to the following heavily defended enemy targets in face of intense enemy defences:-
Rennes (1), Hamburg (2), Sea Search (1), Flensburg (1), Lorient (4), Cologne (1), Berlin (1), Dieppe (2), Dusseldorf (2), Duisburg (1), Kassell (1), Turin (1),

St.Nazaire (1), GARDENING (3), Osnabruck (1), Frankfort (2), Bremen (1), Wilhelmshaven (3), Essen (1).

He has led his pilot into these targets with cool judgement and determination so as to bring back several pictures of the target, thus displaying a fine record of achievement. He has at all times carried out a high grade of efficiency in navigation, and through his courage, skill and determination in action has been an inspiration to the other members of his crew.

MOYER, F/L Ronald Claus, DFC (J16247) - **Bar to Distinguished Flying Cross** - No.408 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945.

Flight Lieutenant Moyer has shown himself to be a brilliant navigator. On two of his operational sorties his navigational equipment was rendered unserviceable. On both occasions it was due to his outstanding skill that his aircraft and crew were saved. He has participated in many operations against major targets in Germany. Throughout his present tour he has acted as a navigation leader in which capacity he has set a high example of leadership and crew co-operation. His cheerful courage and unfailing devotion to duty have won the admiration of all.

DHist file 181.009 D.1515 (RG.24 Vol.20600) had recommendation by W/C J.F. Easton for a non-immediate DSO dated 11 November 1944. By then he had flown 51 sorties (277 hours ten minutes). First tour described above; second tour was 6 June to 2 November 1944 (21 sorties, 104 hours 15 minutes). The complete submission was as follows:

First Tour

2 June 1942 - Rennes (5.45)
4 June 1942 - Dieppe (3.35)

8 June 1942 - Dieppe (4.25)
16 June 1942 - Lorient (7.15)
9 July 1942 - GARDENING (5.25)
26 July 1942 - Hamburg (7.05)
31 July 1942 - Dusseldorf (5.30)
4 August 1942 - sea search (3.20)
4 August 1942 - Lorient (6.20)
6 August 1942 - Duisburg (5.05)
12 August 1942 - Frankfurt (7.25)

17 August 1942 - Osnabruck (6.05)
18 August 1942 - Flenburg (7.25)
27 August 1942 - Kassel (7.15)
8 September 1942 - Frankfurt (8.30)
10 September 1942 - Dusseldorf (5.30)
15 September 1942 - Bremen (5.35)
9 January 1943 - GARDENING (4.40)
15 January 1943 - Lorient (5.40)
29 January 1943 - Lorient (6.35)
4 February 1943 - Turin (9.05)
18 February 1943 - Wilhelmshaven (4.50)
19 February 1943 - Wilhelmshaven (5.15)
24 February 1943 - Wilhelmshaven (4.30)
25 February 1943 - Gardening (3.50)
26 February 1943 - Cologne (5.10)
28 February 1943 - St. Nazaire (5.45)
1 March 1943 - Berlin (5.15)
3 March 1943 - Hamburg (5.30)
5 March 1943 - Essen (5.00)

Second Tour

5 June 1944 - Longues (4.35)
6 June 1944 - Coutances (5.40)
8 June 1944 - Mayenne (6.45)
15 July 1944 - Bois de Jardins (4.10)
18 July 1944 - Wesseling (5.15)
23 July 1944 - Kiel (5.25)
1 August 1944 - Ferme de Forestel (4.10)
4 August 1944 - Bois de Casson (4.30)
7 August 1944 - Caen (3.45)
9 August 1944 - Foret de Nieppe (5.00)
12 August 1944 - Montrichard (5.40)
15 August 1944 - Melsbroech (3.40)
16 August 1944 - Kiel (5.10)
25 August 1944 - Brest (5.05)
30 August 1944 - Ile de Cezembre (4.40)
8 September 1944 - Le Havre (4.10)
16 September 1944 - Boulogne (4.10)
12 October 1944 - Wanne Eickel (5.20)

24 October 1944 - Duisburg (5.35)
28 October 1944 - Cologne (5.55)
2 November 1944 - Dusseldorf (5.35)

On the night of February 4th, 1943, during a raid on Turin, all navigation equipment in the aircraft became unserviceable and Flight Lieutenant Moyer, by his superior skill and knowledge, navigated entirely by astro. The duration of this trip was 9.05 hours.

Again, on June 8th, 1944, during a raid on Mayenne, after the target was bombed successfully, the navigation equipment again was put out of action. Flight Lieutenant Moyer set course on diversion to Ireland and the aircraft was landed safely. On both these occasions it was due to superior navigation that saved the aircraft and crew from destruction.

He is now nearing completion of his second tour of operations. On his first tour the majority of targets flown over were deep in the heart of Germany. Targets such as Dusseldorf, Duisburg, Kiel and Wesseling were also attacked on his second tour.

Throughout his present tour with the squadron, Flight Lieutenant Moyer has been employed as Navigation Leader. In this capacity he has set a very high example, both as a leader and crew member. He has at all times carried out his duties in a most efficient, skilful and cheerful manner, and his devotion to duty has been exemplary.

I strongly recommend that this officer be awarded the Distinguished Service Order.

On 16 November 1944, G/C C.L. Annis (Station Linton-on-Ouse) added his comments:

This splendid young officer is outstanding in every respect. As an exponent of high quality navigation he is a standout. His keenness to undertake operational sorties has been a byword in his squadron throughout his tour. By personal example and by ability Flight Lieutenant Moyer has had a profound and beneficial effect far above the ordinary, not only among the navigators but all aircrew in his squadron. This has been well reflected in the operational records of his unit, in which the overall navigation standards attained were at the forefront of his entire Group on most occasions. I thoroughly support the recommendation for this award.

RCAF Press Release No. 8369 dated 19 January 1945 from F/O George Sinclair reads:

WITH RCAF IN BRITAIN: -- Between Caen and the British coast, an RCAF Lancaster was attacked eighteen times by German night-fighters. Detailed to do close support bombing in Normandy one night last July, the aircraft was navigated by F/L R.C. Moyer, DFC, Beamsville, Ontario.

"We had more fighter attacks that night than I had in all the other trips I've done," declared Moyer, a veteran of two full tours of bomber operations. Just after bombing German forces facing the Canadian Army in Normandy, the Lancaster was attacked by an Me.109 which the bomber's gunners damaged. Another Me.109 replaced it, and then a Ju.88. While the bomber was coming closer and closer to England, it was being forced down dangerously near the sea by evasive manoeuvres, and the Nazi fighter didn't give up the attack until the English coast was sighted.

After a leave at home following his first tour of operations, F/L Moyer did his second tour as navigation leader with an RCAF Squadron. On several daylight bombings, he navigated the lead aircraft of the formation.

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MOYNES, P/O Elgin Alonzo (J90939) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 13 February 1922 in Oshawa, Ontario; home in Kitchener, Ontario (electrical apprentice); enlisted in Toronto, 7 July 1942. To No.1 Manning Depot, 30 September 1942. To No.6 ITS, 24 January 1943; graduated and promoted LAC, 3 April 1943; to No.13 EFTS, 3 April 1943; ceased training and posted to No.5 Manning Depot, 6 May 1943; to No.4 BGS, 15 June 1943; to No.4 AOS, 4 September 1943; graduated and promoted Sergeant, 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Commissioned 5 October 1944. Promoted Flying Officer, 5 April 1945. Medal presented at Buckingham Palace 13 July 1945. Repatriated 5 August 1945. Retired 18 September 1945. Died 28 August 1993 in Peterborough, Ontario.

As air bomber this officer has participated in many operational sorties including attacks against Kiel, Dortmund and Karlsruhe. At all times he has shown outstanding skill, determination and devotion to duty. In October 1944 his aircraft was detailed to attack Wanne Eickel in daylight. Twenty minutes before reaching the target heavy anti-aircraft fire was encountered and the navigator was severely wounded. Pilot Officer Moynes rendered first aid to the wounded navigator and after returning to his own position he successfully bombed the target. He then assumed the navigator's duties and navigated the aircraft to the nearest home base. Pilot Officer Moynes' coolness and courage under perilous

circumstances combined with his outstanding gallantry have been worthy of the highest praise.

DHH file 181.009 D.1510 (Library and Archives Canada RG.24 Vol20600) has original recommendation drafted by W/C F.W. Ball, 28 December 1944 when he had flown 20 sorties (92 hours 50 minutes):

When attacking the heavily defended city of Wanne Eickel in daylight on October 12th, the navigator was badly wounded by flak about 20 minutes before reaching the target. Pilot Officer Moynes, the bomb aimer, took charge of moving the navigator back to the rest position and administered first aid. Returning to his position he successfully bombed the target with very little time at his disposal. He then assumed the navigator's duties and navigated the aircraft directly to the nearest home base, thereby bringing the navigator back to this country alive. Pilot Officer Moynes' coolness, skill and general exemplary conduct under most critical conditions was of the highest order and probably saved both the aircraft and the lives of the crew. It is strongly recommended that he be awarded the Distinguished Flying Cross (Immediate).

To this, G/C McLernon (Station East Moor) added on 30 December 1944:

Pilot Officer Moynes, on the above mentioned occasion, displayed outstanding gallantry, courage and operational ability. He was undoubtedly responsible for bringing his navigator back to this country alive and by taking over the navigator's job, he proved his versatility and coolness in the face of a determined enemy. I thoroughly concur with his Squadron Commander's recommendation in that his splendid effort is worthy of the award of the Distinguished Flying Cross (Immediate).

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york44/nr156.html> offers the following details of incidents in his career:

HALIFAX NR156 DAMAGED BY FLAK, RETURNED TO EAST MOOR AIRFIELD.

On 17th September 1944 this 415 Squadron aircraft was on an operational flight to bomb German troop positions in the Boulogne area when it sustained minor flak damage to the port rudder and wing. The pilot was able to make a return to Yorkshire and land safely at East Moor. The aircraft was repaired. Information that this aircraft sustained damage on this flight was found in the flight engineer's logbook. The 415 Squadron ORB does not appear to list any damage to this aircraft so it must have been minor. Crew were - Pilot - F/O John Everett McAllister, RCAF (J.13316); Flight Engineer - Sergeant Charles Harry Genever-Watling, RAF (1649029); Navigator - F/O Charles John Prawdzik, RCAF (J.37535), of Polonia, Manitoba; Wireless Operator / Air Gunner - Sergeant J G/C Rhodes, RCAF

(R/196609); Bomb Aimer - Sergeant Elgin Alonzo Moynes, RCAF (R179601), of Brantford, Ontario; Air Gunner - Sergeant G H Smith, RCAF (R.219176); Air Gunner - P/O A E Smith, RCAF (J.41351); Air Gunner - F/Sergeant J J Conroy, RCAF (R.187944). Many of the above named crew were involved in a more serious incident on 12th October 1944 flying in Halifax NP935, they were undertaking a daylight operational flight to Wanna Eickel when the aircraft was hit by flak seriously injuring the navigator F/O Prawdzik in the leg. F/Lt McAllister landed at Woodbridge airfield in an attempt to save the life of his navigator but a tyre burst on landing and the aircraft was further damaged slightly injuring the rear gunner, F/O A Smith. Sadly F/O Prawdzik had to have his leg amputated and then died of his injuries soon after landing. Two DFC's were awarded for actions given on this raid.

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MUFF, F/O John (J16608) - **Mention in Despatches** - No.28 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 17 February 1923 at Leeds, Yorkshire. Home in Carleton Place, Ontario (educated there, 1931-1941); enlisted in Ottawa, 28 April 1941. To No.1 Manning Depot, 10 July 1941; to No.16 SFTS (guard), 8 August 1941. To No.1 ITS, 19 September 1941; graduated and promoted LAC, 26 October 1941 when posted to No.7 EFTS; graduated 19 December 1941 and posted next day to No.2 SFTS; graduated and promoted Sergeant, 10 April 1942. To "Y" Depot, 11 April 1942; to RAF overseas 30 April 1942. Taken on strength of No.3 PRC, Bournemouth, 15 May 1942. To No.5 (P) AFU, 30 June 1942; to No.55 OTU, 21 July 1942. To India Command, 26 October 1942. Commissioned 7 December 1942. To No.28 Squadron, 15 March 1943. Promoted Flying Officer, 7 June 1943. Posted to RAF Headquarters, Calcutta, 23 November 1943. To No.28 Squadron, 6 January 1944. Injured (flying battle, Hurricane LD336), 8 June 1944 (second degree burns to chest, arms and face). On this occasion he was leading a section of two (the other pilot was Warrant Officer R. Baker on KW748). Airborne at 1030 hours and proceeded down Tiddem Road to patrol the area. At 1050 hours Warrant Officer Baker (weaving) reported several Zero fighters in front and gave Muff avoiding instructions. Enemy attacked over the village of Ninthoukhong. Baker attacked by several fighters and lost contact with Muff, was hit several times during a low level pursuit, and landed at 1110 hours. Muff crashed on fire at 10555 hours, was hospitalized at Delhi 10 June, and progressively switched from "dangerously injured" to "seriously ill" (13 June 1944) and then removed from the latter list on 26 June 1944. Promoted Flight Lieutenant, 7 December 1944. Departed Southeast Asia, 23 November 1944. Returned to UK, 7 January 1945; to No.83 Group Service Unit, 31 January 1945; to No.440 Squadron, 13 March 1945. Repatriated 7 August 1945. Released 1 October 1945. On a form dated 27 July 1945 he described his service overseas as comprising 265 operational hours (208 sorties) and 400 non-operational hours. Times flown included Master (20 hours), Hurricane II (565 hours) and Typhoon (80 hours). He wrote of having "numerous small river craft destroyed and damaged mechanical transport." The Royal Canadian Legion "Last Post" website and **Legion Magazine** of February 1987 reported the death of John Muff, RCAF (no service number or rank indicated), 17 October 1986 at Deep River, Ontario.

RCAF Press Release dated 16 August 1944 from S/L Crampton, transcribed by Huguette Oates, reads:

BURMA FRONT: -- When he crash-landed his Hurricane in a swamp after being "jumped" by six Japanese fighters, the aircraft was virtually a torch. Yet 21-year-old Johnny Muff, RCAF pilot from Carleton Place, Ontario, is alive today and is making a good recovery from his injuries. His survival he owes as much to the devotion of a young native of the region where he set down his blazing aircraft at 220 mile an hour, to the prompt action of the R.A.F. medical officer at the mobile field hospital he reached more than 24 hours after his crash-landing, and to his own dogged will to live and fight again.

As they flew low over the Tiddim Road hunting for Jap tanks, Muff and his flying partner on the sortie, an Anglo-Indian flying officer, encountered 20 Japanese fighters flying towards them at 1,500 feet. The Japs immediately broke off to attack, and six each chased the British flyers. Muff's partner eventually reached his base after flying at zero altitude leading the Japs on a furious chase back up the Tiddim Road to Imphal. He landed with more than 60 holes in his Hurricane.

Headed off from a homeward course, the Canadian dodged among the jungle tree-tops in a vain effort to shake off his pursuers. He was over the swampland when a stream of lead from one of them set fire to his engine and he was forced to crash-land. Glycol streamed up through the cockpit and scalded his left leg, but the Canadian never knew it until hours later. Flames seared his body and one arm, and when he staggered from the cockpit and began floundering through the morass in search of safety, he was suffering from third degree burns.

It was shortly after he left the aircraft and was plunging knee-deep through the swamp that he came upon some natives of the region, and one of them, a young lad, came to his assistance. Skirting parts of the district where he knew there were enemy patrols or detachments, the Indian boy led the Canadian flyer to an outpost where a detachment of Sikhs had established a field ambulance post. It took them several hours, and often they had to conceal themselves in the long elephant grass from passing Jap detachments. At the ambulance post, the Canadian was given preliminary treatment and shelter and was carried the next day to the mobile field hospital at Imphal where the prompt administering of shock treatment undoubtedly saved his life.

Flying Officer Johnny Muff (J16608) is a veteran pilot who has been overseas since May 1942 and in India since December of that year. He has flown on numerous tactical and photo reconnaissance operations in Hurricanes on both the Arakan and Imphal fronts. Though eager to get back into the fight against the Japs, it is unlikely that he will be able to do so, though he is expected to make a complete recovery from his burns. His next flight is more likely to be as a passenger – homeward-bound to Canada.

* * * * *

MUIR, F/L Gilbert Alexander (C5645) - **Distinguished Flying Cross** - No.46 Squadron - Award effective 12 May 1944 as per **London Gazette** dated 19 May 1944 and AFRO 1380/44 dated 30 June 1944. Born in Winnipeg, 5 June 1912; home there; educated at Mackray School (to Grade IX), St. John's Technical School, Winnipeg (1926-1927) and by private tutors (1937-1939 for Grades XI and XII). Commenced his technical career in the Manitoba Telephone System in 1927 as an office boy, but spending most of his service in the toll transmission facilities; as of April 1941 he was Chief Long Distance Tester in the Fort Rouge Exchange. Hobbies were photography and experimenting with Ultra High Frequency equipment. Enlisted in Winnipeg, 13 June 1941 and commissioned that date in Radio Branch; posted to No.1 Manning Depot. To "Y" Depot, Halifax, 25 July 1941. Embarked from Canada, 9 August 1941; disembarked in Britain 29 August 1941. To No.75 Squadron, 9 September 1941. To No.2 Signal School, date uncertain. To No.3 Radio School, 24 November 1941. Promoted Flying Officer, 13 December 1941. To No.68 Squadron, 26 December 1941. To No.1454 Flight, 19 January 1942. Unit reformed as No.533 Squadron, 8 September 1942. To Station Colern, 13 October 1942. To Headquarters, Middle East, 14 December 1942. To No.46 Squadron, 4 February 1943. Promoted to Flight Lieutenant as of 18 March 1943. To Air Headquarters Eastern Mediterranean as Command Radar Officer, 18 March 1944. Promoted Squadron Leader, 1 May 1944. To United Kingdom by air, 25-26 February 1945. Repatriated 31 March 1945. To No.2 Air Command, 12 April 1945. To No.5 Release Centre, 25 June 1945. Retired 30 June 1945. Returned to the Manitoba Telephone system in 1945, was appointed Assistant Chief Engineer in 1952 and Chief Engineer in 1956, retiring in 1972. He was a member of the Association of Professional Engineers of Manitoba, Engineering Institute of Canada, Canada Radio Technical Planning Board, and represented the telephone industry of Canada at various international meetings. He was President of the Carleton Club and the Manitoba Electrical Association. He was a life member of the Telephone Pioneers of America and the Manitoba Electrical Association. Died at Winnipeg, 12 July 1973. Medal presented 9 April 1949.

This officer has taken part in night intruder operations over Rhodes, Cos and Crete. On one occasion he was observer in an aircraft when at least two enemy aircraft were destroyed and others damaged. Flight Lieutenant Muir's technical knowledge and experience have been invaluable to his squadron, while his keenness and devotion to duty have been an inspiring example to all.

NOTE: Public Record Office Air 2/9626 has the original recommendation dated 19 March 1944:

Flight Lieutenant Muir was one of the pioneers of scientific night interceptions on the technical side, and has never lost any opportunity of flying as observer. His technical knowledge and practical experience have been invaluable, and his keenness and example have been an inspiration to all.

He has also taken part in night intruder operations over Rhodes, Cos and Crete, and on a recent occasion was observer to group Captain Max Aitken, DSO, DFC, when two enemy aircraft were destroyed, one probably destroyed and one damaged. Flight Lieutenant Muir's navigational skill contributed to the success.

Strongly recommended for the award of the Distinguished Flying Cross.

Group Captain Aitken had piloted Beaufighter LZ330 "F" in the action described (5/6 March 1944); on 27 March 1944 he added his own comments:

This officer has always shown the most intense desire to fly and engage the enemy both at home and overseas. He has contributed largely to the success of No.46 Squadron, especially in regard to their serviceability of A.I. [airborne radar]. His navigational ability, together with his exceptional keenness, was almost entirely responsible for the success in night intruder operations over Rhodes and Crete. Strongly recommended for the award of the Distinguished Flying Cross.

The Combat Report for the action of 5/6 March 1944 is found in Public Record Office file AIR 50/20 as follows:

Type of Aircraft: Beaufighter Mark X.
Aircraft Number: LZ330
Aircraft Letter: F

Captain: W/C Max Aitken
Crew: F/L G.A. Muir

Time Up: 1817 hours
Time Down: 2305 hours
Total Time: 0448 hours

Aerodrome: Idku

Type of Cloud: Stratocumulous
Amount of Cloud: 8/10
Visibility: five miles
General Weather: Generally good - no horizon

Map or Chart Reference: NE 31/18 Crete, 1:1,000,000

Task or Duty: Night Intruder - Heraklion

1817-1950 - Matruh and Elasa Point - Airborne for Intruder operations - Heraklion. Set course from Matruh West and flew at between 500 and 1,000 feet making landfall at Konfo at 1915 hours. Turned to starboard round the Island and steered towards lighthouse on the south-easterly tip of Crete. When about five miles away this lighthouse was extinguished. Steered round eastern end of Crete to revolving beacon at Elasa Point, keeping about three miles to seaward. Continued north for five minutes and then turned west.

2015 - Dhia - At 2015 an aircraft passed across our bow from starboard to port beneath going very fast. This was identified as a Ju.88. Continued on towards Dhia and when about five miles away at 2020 saw a Ju.52 slightly beneath crossing from starboard to port. Turned left and opened fire at about 500 yards, closing rapidly and firing from the port quarter. Strikes on starboard wing, half of which immediately flew off, bits of which struck the Beaufighter's starboard engine. Ju.52 rolled over to starboard and crashed into the sea. We turned to port and saw a large white area in the sea and bits of wreckage.

Continued on towards Dhia. Flak meanwhile had started up from Heraklion and was seen to be firing indiscriminately from the end of the runway.

2025 - At 2025 we turned to starboard out to sea and met a Ju.52 which came out of the haze ahead. Opened fire and saw one strike on after end of Ju.52. Turned hard to port, but aircraft was lost in the haze.

2030 - North of Dhia, height 1,500 - At 2030, while flying east, just north of Dhia Island, overtook Ju.52 which was flying round northerly tip of island, slightly to starboard. Beaufighter at about 1,500 feet and Ju.52 at about 1,000 feet. Dived on aircraft, quarter attack coming astern, and fired one long burst with no result. Fired two 60-lb head R.P. from dead astern, which also missed, but made Ju.52 dive steeply towards the sea.

Further long bursts of cannon registered strikes on middle of fuselage. The dive increased, and he went almost vertically into the sea. We turned to port and saw wreckage which included a tail unit. The Beaufighter pulled out at about 50 feet.

North of Crete - Continued patrol north of Island with spasmodic flak coming up both from the island and aerodrome, which all seemed most erratic. A flashing white beacon on the island and a red beacon on the aerodrome remained on throughout the patrol.

2040 - At 2040, while flying North, overtook a Ju.52 crossing from port to starboard. Fired long burst which registered many strikes on starboard wing. The 52 turned very steeply and dived to starboard. Beau could not possibly follow, and it is considered that the Ju.52 could not have recovered before striking the sea.

2050 - Cape Sidhero - Continued patrol, but as two cannons had stopped working and ammunition was practically expended on the other two, and all R.P. gone, set course at 2050 for Cape Siherp. Crossed over point by mistake owing to poor visibility, but no AA experienced. Although flak was reported here in briefing.

2105 - Set course for base from Cape Sidhero at 2105 and ten minutes later sighted a light flashing on the water, which proved to be a ship going east.

2300 - 2,000 feet - Continued on course and made landfall over base, height 2,000 feet at 2300 hours.

2305 - Landed base 2305 hours.

During patrol in vicinity of Dhia, Beau was flown at 2,600 revs, 20 degree of flap. Weather generally good, no horizon.

For this operation I claim two Ju.52s destroyed, one Ju.52 probable, one Ju.52 damaged.

Other comments on the Combat Report described the night as having a three-quarter moon. Although cloud was 8/10 stratocumulus, the moon gave bright, diffused light. Radio reception was described as good, strength good, range 80 miles at 5,000 feet and no interference. He had expended 520 rounds of 20-mm cannon and two 60-pound R.P. Two stoppages described - (1) live round in chamber. Empty case jammed between breach block and ejection chute. (2) "Breach block three-quarters forward, shell driven from case of next round of belt feed mechanism. Shell held tightly between front of B.F.M feed tray and top front face of breach block."

A website dealing with the history of No.46 Squadron states:

In April 1943, for the first time in the war a night fighter was controlled from a warship - the squadron's signal officer, Flight Lieutenant Muir, a Canadian, having devised a homing beacon for use on the controlling ship.

RCAF photo PL-27241, dated 2 May 1944. "A Middle East Airfield, April. F/L G.A. 'Sheriff' Muir of Winnipeg (187 Kilbride Avenue) toured the night skies of the Mediterranean and all he ever saw of the enemy was flak. This was scarcely according to plan because Sheriff is a navigator with a night fighter outfit and what they look for are enemy aircraft to knock down. Flak just depresses them when there are no enemy aircraft to take the monotony out of these long night flights. Sheriff is not the kind of guy who depresses easily but he was beginning to wonder when he was going to see something solid, belonging to the enemy, that wasn't flak. Then he went out on a night intruder mission with the pilot who was his commanding officer in the United Kingdom, Group Captain Max Aitken, DSO. That night they destroyed two Ju.52s, damaged another and probably destroyed another. 'The wing of the first one went floating past us after we hit him,' said Sheriff in describing the action which took place some time ago. 'The second one broke into a million pieces. There was nothing but rubbish on the water when he hit.' The action took place over Crete. Sheriff, 32, was on the long line test board of the

Manitoba Telephone System before joining the RCAF. He went to the United Kingdom in July 1941 and came to the Middle East in December 1942.”

Notes: Reportedly flew 25 operational hours (this seems low) and awarded Navigation Flying Badge (not apparent in official records).

Assessments: Interviewed in Winnipeg, 18 March 1941 by F/O J.H. Firstbrook - “Keen, well recommended. Well qualified. Intelligent, Industrious. Definitely officer calibre.” Fitted for Signals Officer (Radio).

“Plenty of common sense and an extremely loyal officer. His practical knowledge is a great asset to his specialist job of Radio. Pilot Officer Muir has a cheerful and pleasant personality and is a popular member of this unit.” (S/L W.G Moseby, No.1454 Flight, 3 March 1942 when he had flown 14 hours, all in past six months)

“This officer has great influence in his section which consisting mainly of his own countrymen has been welded into a loyal and efficient team.” (S/L D.P. McKeown, No.533 Squadron, 19 Mau 1942; he had flown 58 hours, 44 in past six months).

“Acting Flight Lieutenant Muir has handled some difficult work and has produced good results through sheer hard work and intelligence.” (S/L G.S. Pouard, No.219 Group, 17 October 1943).

“Ten years experience as a long distance telephone engineer. Extremely loyal and generally popular. An outstanding officer on airborne radar. A first class technician who has had much experience as a night fighter observer. He shows every promise as a staff officer.” W/C J. Whitford, Air Headquarters Eastern Mediterranean, 9 June 1944).

“A practical staff officer with plenty of common sense. Has an excellent grasp of airborne radar and has succeeded in absorbing a good working knowledge of ground radar. Rather a good staff officer, working in well with other branches, whilst pressing his requirements as necessary. Energetic and active.” (G/C G.L.S. Griffith-Jones, Air Headquarters Eastern Mediterranean, 19 February 1945, noting he had flown 450 hours including 50 in previous six months).

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MUIR, F/O John Archibald (J23085) - **Member, Order of the British Empire** - No.19 EFTS - Award effective 5 October 1943 as per **Canada Gazette** and **London Gazette** of that date and AFRO 2258/43 dated 5 November 1943. Born in Vancouver, 17 September 1918. Educated at Kitsalano High School, graduating 1936. Home in Vancouver; enlisted there 7 January 1941 and posted to No.2 Manning Depot. To No.36 SFTS (guard duty), 9 February 1941. To No.2 ITS, 29 March 1941; graduated and promoted LAC, 2 May 1941 when posted to No.18 EFTS; may have graduated 26 June 1941 but not posted to No.15 SFTS until 2 July 1941; graduated and promoted Sergeant, 13 September 1941. To Composite Training School, 19 September 1941. To No.19

EFTS, 23 December 1941. Granted Leave Without Pay during a period of instruction. Promoted WO2, 13 September 1942. Commissioned 20 November 1942. Promoted Flying Officer, 11 May 1943. Promoted Flight Lieutenant, 15 October 1943. To No.1 GRS, 15 April 1944. To No.111 OTU, 23 August 1944. To No.31 Personnel Depot, Moncton, 14 December 1944. Taken on strength of No.3 PRC, 22 December 1944. Repatriated 3 December 1945. Retired 16 January 1946. Medal sent by registered mail 8 June 1948. Joined Trans Canada Airlines in Montreal. During his 30-year career Jack captained most of TCA's fleet to all parts of the world. Lived in Hudson, Quebec for 40 years. Following his retirement from Air Canada in 1978, he and his wife Helen divided their time between Hudson and Venice, Florida for more than 10 years. In 1991 they moved to White Rock, British Columbia to be closer to their sons. Died in Surrey, British Columbia, 19 April 2004. Obituary stated his Liberator mission was dropping resistance parachutists behind enemy lines in Malaya.

This officer, when taking off, noticed a Gypsy Moth crash and immediately burst into flames. Instantly, Flying Officer Muir slipped down and landed beside the burning aircraft and as he left his plane he saw the pupil pilot half stand in the cockpit and suddenly collapse backward into the fire out of sight. Without hesitation this officer entered the flames and brought the injured and unconscious pilot to safety, who although severely burned has since recovered. The Medical Officer who witnessed the accident stated that had the pilot remained in the flames fifteen or twenty seconds longer he would have been fatally burned. Flying Officer Muir at extreme danger to himself and suffering from burns to both arms unquestionably saved his pupil's life.

RCAF Press Release dated 20 August 1945 from the RAF read as follows:

By remaining airborne twice right round the clock and covering a distance equivalent to twice across the Atlantic in a Ceylon-based R.A.F. Liberator of the Indian Ocean Air Force has set up a new endurance record for South East Asia.

The Liberator was captained by Flight Lieutenant J.A. Muir, (RCAF), of 3541, West 15th-Avenue, Vancouver, B.C., and belongs to one of two R.A.F. squadrons which are regularly flying distances greater than have ever been attempted before over these vast expanses of water.

Patrols of 22 hours and round trips of 3,400 miles – tantamount to one and a half flights between Vancouver and Honolulu – are almost a daily practice with these squadrons. Flight Lieutenant Muir and his crew, however, broke all past records by flying for 24 hours 10 minutes over sea, jungle and mountains and completing a journey equal to that from Vancouver to Panama.

The patrol, meals before and after the sortie and the interrogation on their return combined to keep them out of their beds from 7 a.m. one day until nearly midday

the next.

“Except for an odd half an hour’s doze, we were all awake most of the time”, said F/L Muir. “The very monotony of flying for hours and hours over an empty sea can be very tiring, but it is surprising how fresh we all felt when we landed. I think it was the thrill of knowing we had set up a new record that woke us up.”

“We had not set out to create a record. Dodging the bad weather prolonged our patrol. For three quarters of the way out, and again coming back, the weather was very poor – rain, low cloud and visibility nil. That kept us all pretty well on our toes.”

These general reconnaissance sorties of 20 hours and more take the Liberators far out across the ocean and over Malaya. The crews’ turn to fly them come round about every five days.

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MUIR, W/C Joseph Raymond Cuthbertson, ED (C2520) - **Member, Order of the British Empire** - No.3 Training Command (later No.1 ACHQ) - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 3 June 1897 in Lauzon, Quebec. Attended Levis College, Quebec Commercial School and McGill University. Junior accountant, Bank of Montreal, 1914-1916 and Second Lieutenant, 25th Battalion, Brant Dragoons. Veteran of Royal Flying Corps (200 hours, much of it on Camels; shot down over Piave River, Italy). Accountant, Royal Bank of Canada, 1919-1923 and Branch Secretary, Sun Life Assurance, 1924 onwards. Served with Sherbrooke Regiment, 1930 to 1939 (Lieutenant, 30 November 1930; Captain, 12 January 1934; Major, 4 August 1938). Home in Montreal. Attached to No.4 Detachment, Royal Canadian Army Pay Corps, 27 January 1940 transfers to RCAF in Montreal, 15 August 1940 in Accountant Branch. Promoted Wing Commander, 15 June 1941. Organized No.3 Training Command accounts section. Instituted pay records methods subsequently used throughout RCAF and adopted by Army. In September 1944 he was appointed Executive Assistant to Chairman, Dependents' Allowance Board, AFHQ. Retired 21 May 1945. Medal presented 2 May 1948.

This officer has been the Command Accountant at this command for a long period of time. Throughout this period he has displayed outstanding zeal and initiative in the performance of his duties. Through his untiring efforts, a high standard of efficiency has been consistently maintained in the Accounts Branch at this Headquarters. This officer's devotion to duty and meritorious service have been of the highest order.

First recommended for MBE or OBE, 20 October 1942 as follows:

Since posting to this Command Headquarters in August 1940, he has given unstintingly of his time and energy to the benefit of the Service. His extensive knowledge of accounting and Air Force procedure have been applied to the full. His constant devotion to duty, his willingness to help others, and his outstanding leadership have been a source of inspiration to his brother officers.

Recommended again, autumn of 1943 by A/V/M Albert de Niverville, very similar to above.

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MULDOWNEY, F/O William George (J28861) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 9 February 1918 in Toronto; home there (metal polisher; ex-Irish Regiment of Canada). Educated at St. Clare School (1924-1930) and Oakwood Collegiate (1930-1934). Enlisted in Toronto, 31 July 1942 and posted to No.5 Manning Depot. To No.16 SFTS (guard), 22 September 1942. To No.6 ITS, 27 December 1942; graduated and promoted LAC, 5 March 1943 but not posted to No.4 AOS until 20 March 1943; graduated and commissioned 6 August 1943. To "Y" Depot, 20 August 1943. Embarked from Halifax, 26 August 1943. Disembarked in Britain, 1 September 1943. To No.20 (Observer) AFU, 2 November 1943. To No.24 OTU, 11 January 1944. Promoted Flying Officer, 6 February 1944. To No.61 Base, 16 June 1944. Attended Battle School, Dalton, 6-26 June 1944. Attached to No.1666 Conversion Unit, 26 June to 31 July 1944. To No.432 Squadron, 31 July 1944. Repatriated 9 February 1945. To No.1 Air Command, 26 February 1945. To No.4 Release Centre, 1 April 1945. Retired 13 April 1945. Returned to RCAF as Air Observer, 14 March 1951 (39348) in rank of Flying Officer. To No.1 ANS, Summerside, 4 April 1951. To Personnel Selection Unit, London, 28 June 1952. Promoted Flight Lieutenant, 1 July 1955. To No.2 (Maritime) OTU, 26 August 1955. To No.405 Squadron, Greenwood, 22 January 1956. To Joint Maritime Warfare School, 1 September 1959. To Officer Selection Unit, Central, 19 June 1962. Retired 22 May 1964. Medal presented in Toronto 30 November 1949. Died in Ottawa, 4 October 1997. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 18 December 1944 when he had flown 27 sorties (139 hours 40 minutes), 3 September to 27 November 1944.

As navigator, this officer has completed twenty-seven successful operational sorties over enemy territory. Throughout, he has displayed the greatest keenness and his example of courage and determination has been of a high order.

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

The sortie list was as follows:

3 September 1944 - Volkel (3.40, day)
6 September 1944 - Emden (4.15, day)
9 September 1944 - Le Havre (4.35, day)
10 September 1944 - Le Havre (4.30, day)
11 September 1944 - Castrop Rauxel (5.25, day)
12 September 1944 - Bochum (4.55, day)
13 September 1944 - Osnabruck (4.00, day)
15 September 1944 - Kiel (6.00)
25 September 1944 - Calais (4.00, day)
26 September 1944 - Calais (3.30, day)
27 September 1944 - Bottrop (5.30, day)
28 September 1944 - Cap Gris Nez (4.20, day)
30 September 1944 - Sterkrade (4.55, day)
6 October 1944 - Dortmund (5.55)
9 October 1944 - Bochum (6.25, day)
12 October 1944 - Wanne Eickel (5.00, day)
23 October 1944 - Essen (6.10)
25 October 1944 - Homburg (5.10, day)
28 October 1944 - Cologne (5.40, day)
30 October 1944 - Cologne (6.45)
1 November 1944 - Oberhausen (5.45)
2 November 1944 - Dusseldorf (6.00)
6 November 1944 - Gelsenkirchen (5.10, day)
16 November 1944 - Julich (4.50, day)
18 November 1944 - Munster (6.05, day)
21 November 1944 - Casrop Rauxel (5.50)
27 November 1944 - Neuss (5.20)

Notes: On Repatriation form dated 2 February 1945 he stated he had flown 31 sorties (166 operational hours), the last on 30 December 1944. He had also flown 207 non-operational hours, Types experienced overseas were Anson (53.25), Whitley (94.15), Halifax II (24.10) and Halifax VII (201.10).

A summary of his flying to 31 December 1957 listed the following types and times - Anson (163.10), Whitley (102.00), Halifax (220.10), Dakota (136.20), Harvard (12.40), Lancaster (108.55), Expeditor (318.20) and Neptune (431.40).

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MULHALL, F/L Victor Allen (J4757) - **Distinguished Flying Cross** - No.214 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 13 May 1943 and AFRO 1035/43 dated 4 June 1943. Born in Regina, 16 June 1918 (son and of an RCMP constable); attended Benson Public School there to 1926, Yorkton (1925-1926), Balcarnes (1928-1930), Estevan (1930-1931) and Weyburn (1931-32); Joined RCMP in 1937 (trained in Regina; intelligence

work in Ottawa); home in Saskatchewan; member of Militia (Weyburn Regiment), 1934 to 1937 and of RCMP (1937-1940); enlisted in Ottawa 11 May 1940. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 22 June 1940 although posting to No.1 EFTS was effective 21 June 1940; to No.1 SFTS, 16 August 1940; ceased training 7 October 1940; to No.1 AOS, 15 October 1940; to No.1 BGS, 5 January 1941; graduated and promoted Sergeant, 15 February 1941 when posted to No.1 ANS; graduated and commissioned 16 March 1941. To Embarkation Depot, 28 March 1941. To RAF overseas, 17 April 1941, navigating a Hudson bomber on delivery. Promoted Flying Officer, 15 March 1942. Promoted Flight Lieutenant, 10 August 1942. Promoted Squadron Leader, 3 June 1943. Flew two tours (Stirlings, Halifaxes, Lancasters), and in October 1944 posted to Warrington. Served with Missing Research Inquiries Service. Repatriated August 1947. With No.10 (Maritime) Group, 3 August 1947. To Winnipeg, 8 August 1947. Retired 15 September 1947. Moved to Weyburn, first as an accountant, then in radio and TV sales and servicing. Air Cadet Officer, Weyburn, 1 August 1951 to 1 January 1956 (300372). In 1961 joined Canada Manpower as an employment counsellor, first in Weyburn, then Red Deer (1973) and finally Edmonton (1977). Retired in December, 1978 but then became a labour relations officer in Red Deer (September 1979 to June 1983). Died 12 June 2017. Medal presented at Buckingham Palace 7 December 1943. Photo PL-43486 shows F/L V.A. Mulhall (Weyburn, Saskatchewan) admiring Sanctuary Chair donated to a village church in the north of England in memory of members of the RCAF killed in the present war and in appreciation for the use of the church.

Flight Lieutenant Mulhall has been navigation officer in his squadron for eleven months, during three months of which he has also performed the duties of bombing leader. Despite his duties as squadron navigation officer, Flight Lieutenant Mulhall has taken part in a large number of operational sorties. Twice on recent occasions he has returned with excellent photographs of the aiming point. The high standard of navigation attained in the squadron is largely owing to the untiring efforts of this officer, while his personal example has been a source of inspiration to his fellow navigators.

NOTE: Public Record Office Air 2/8950 has recommendation drafted 21 March 1943 when he had flown 32 sorties (173 hours 35 minutes). Sortie list and text add to the record: Material in square brackets provided from Operational Record Book by David Wallace

23 August 1941 - Le Havre
25 August 1941 - Karlsruhe
28 August 1941 - Duisburg
31 August 1941 - Cologne
7 September 1941 - Kiel
12 September 1941 - Frankfurt
28 September 1941 - Genoa
14 October 1941 - Nuremberg
20 October 1941 - Bremen

24 October 1941 - Brest
1 November 1941 - Brest
7 November 1941 - Berlin
23 November 1941 - Brest
25 November 1941 - Essen
11 December 1941 - Cologne
15 December 1941 - Brest
10 February 1942 - Brest
12 February 1942 - Sweep for cruisers, North Sea
8 March 1942 - Essen
9 March 1942 - Essen
10 March 1942 - Essen
23 March 1942 - GARDENING
25 March 1942 - Essen
28 March 1942 - Lubeck
2 April 1942 - Poissy
17 May 1942 - Vichy (Nickel raid)
4 September 1942 - Bremen [R9355, BU-O with P/O Ince; duty carried out.]
13 September 1942 - Bremen [BF324 BU-R with Sgt PJ McNamara, duty carried out.]
17 December 1942 - GARDENING [Gardening "Furze" in R9145, BU-K with P/O Hooke; duty carried out.]
13 February 1943 - Lorient [with F/L BC Wallace in BF445, BU-H; duty carried out. attacked at 2037 hours].
1 March 1943 - Berlin [Duty carried out. attack on Berlin "B" with Sergeant. Baldock in BK612, BU-Z Did not attack primary as aircraft would not maintain height but attacked Scherin at 2155 hours from 9,800 feet. One enemy aircraft carrying two white lights at 11,000 ft., heading 80 degrees. was seen but not identified. Heavy and light flak with 20 searchlights over Flensburg at 2125 hours. A little heavy inaccurate flak with 9 searchlights seen over Scherin.]
8 March 1943 - Nuremberg [in R9186, BU-T with F/L Youseman; duty carried out; attacked at 2335 hours.]

Flight Lieutenant Mulhall has been Navigation Officer in this squadron for over eleven months, during three months of which he has also performed the duties of Bombing Leader.

He has carried out 32 operational sorties (involving 173 hours 35 minutes) and is an excellent practical navigator. His work in this squadron has been of a high order, and it has been largely due to his untiring efforts that the standard of navigation has reached such a high level, particularly in astro work. Despite the fact that his work as a Squadron Navigation Officer has entailed his being on duty for long periods, he has continued to operate.

Twice in his recent sorties he has been responsible for obtaining excellent

photographs. These were obtained in Bremen on two different occasions and were both close to the aiming point. Flight Lieutenant Mulhall's personal example has been an inspiration to the navigators of this squadron.

Note: The website of the Canadian Hall of Valour states that he was a member of the Weyburn Regiment (1934-1937) and the RCMP (1937-1940). Ferried a Hudson to Britain in 1941 before commencing operations. It stated that he flew 22 sorties with No.15 Squadron before being posted to No.214 Squadron in March 1942 (12 sorties). In June 1943 he was posted as Navigation Officer to an OTU at Hixon, near Stafford. He subsequently volunteered for another tour and completed a further 21 sorties - a total of 55 missions with 15 different crews on six different types of aircraft.

* * * * *

MULHOLLAND, Dorothy Irene, F/O (C.5874) - **Royal Red Cross (First Class)** - No.52 (RCAF) Mobile Field Hospital - awarded as per **London Gazette** dated 1 January 1945. Born 5 January 1915 in Grimsby, Ontario. Took commercial courses in high school; attended St. Joseph's Hospital, Guelph (Nursing School), 1932-1935. Private duty nursing, 1935-1936, and the at Peel Memorial Hospital, Brampton, 1936-1941. Volunteer Auxiliary Driver Corps, Brampton, 1940. Enlisted 25 June 1941 in Toronto as Nursing Sister. To Technical Training School, St. Thomas, 26 June 1941; to Station Gander, Newfoundland, 29 November 1941; commissioned as Section Officer and promoted Flying Officer, 25 December 1941; to "Y" Depot, Halifax, 31 August 1942; struck off strength to RAF overseas, 24 September 1942; reported to RCAF Overseas Headquarters, 25 September 1942; attached to Bournemouth, 15 March to 8 April 1943; to Station Digby, 12 April 1943; to No.52 Mobile Field Hospital, 27 September 1943; with that unit to the Continent, 19 June 1944 (or September 1944; documents contradictory); Attended investiture in London, 13 February 1945; repatriated to Canada, 8 March 1945; to Station Trenton, 18 April 1945; appointed Senior Nursing Sister at Trenton, 15 June 1945; released 15 November 1945. Commissioned in Non-Flying Branch (Medical Service) as Pilot Officer, 1 September 1942. RCAF photo PL-42189 (ex UK-18855 dated 8 February 1945) shows Matron M.T. Montgomery, ARRC, Nursing Sister D.I. Mulholland, RRC, and Nursing Sister D.C. Lindsay in courtyard of Buckingham Palace following investiture." Died in Georgetown, Ontario, 10 November 1985 as per **Legion Magazine** of March 1986. Public Record Office Air 2/8872 has recommendation for a Royal Red Cross for services in Allied Expeditionary Air Force between 1 February and 31 July 1944.

This Nursing Sister has been with the unit since its formation. She is the Sister in charge of the Operating Theatre, and the very high standard of efficiency maintained there is largely due to her exceptional keenness and ability. During the early stages of the invasion of France, she worked at high pressure in the theatre at all hours of the day and night, including one occasion when bombs fell very close. Her example at all times has been an inspiration to the whole unit.

In addition to the above, a memo dated 16 December 1944 (W/C L. Lowenstein to Senior Medical Officer, No.83 Group) is worth noting:

The marginally noted Nursing Sister has been Senior Nursing Sister for this unit since its formation. During this time she has performed her duties most satisfactorily in every respect. As operating room nurse her work has been exceptional. As Senior Nursing Sister and an officer of the unit, she has set a high precedent and has been one of the mainstays of the unit.

RCAF Press Release 5683 issued 21 March 1945 read as follows:

FIRST RCAF NURSE HOME FROM FRONT

The first RCAF Nursing Sister to have served in Normandy, Belgium and Holland, Nursing Sister Molly Mulholland, Georgetown, Ontario, arrived back in Canada recently. After two and a half years service overseas, of which she spent over eight months in front line hospitals on the continent, she expressed her delight at being back on Canadian soil.

Flying Officer Mulholland was one of two RCAF Nursing Sisters who landed in Normandy thirteen days after D Day. Her companion was Nursing Sister Win Lyndsay [sic, Lindsey], the former Win Pitkethly, Riverdale Avenue, Ottawa. They were the first to be sent to the front line hospitals, and later were joined by two more RCAF nursing sisters.

On arrival overseas, she was posted to hospitals in Fighter Command in Britain, attached to two famous fighter Spitfire squadrons. From Fighter Command she went on to the 2nd Tactical Air Force, and after the invasion of Europe, followed them in mobile field hospitals in Normandy, and eventually up through France, to Belgium and Holland.

The mobile units were stationed with the advance airfields, often close to the front lines. They looked after wounded personnel from all Canadian units, and surrounding small units, whether RCAF or RAF. Working under canvas, Nursing Sister Mulholland said that they had the best of equipment and supplies. During the January 1st [1945] raid of this year on Eindhoven the hospital was situated in a permanent hospital building in the town which was the first permanent base they had had since their arrival on the continent. The raid made by the Germans on New Years' Day did not damage the hospital, but they were kept busy keeping up with the number of casualties caused by the strafing by enemy planes on the ground equipment and airfield.

Miss Mulholland said casualties were not as heavy during her tour of service at

the front as had been expected. Working conditions were unusually good, and the work not nearly as heavy as was expected. Owing to the frequent moving of the hospital, they were forced to improvise in many ways that would not have been necessary in a permanent hospital.

During the first few months of their stay on the continent they lived on straight service rations, such as hard tack, bully beef, canned puddings, etc. In spite of the monotony of the rations, and the lack of trimmings, she said they were quite edible when properly cooked. Since that time such items as fresh meat, potatoes, carrots, etc have been added to the diet. For patients on special diets, they were occasionally able to get canned chicken, concentrated orange juice and Ovaltine. Fresh milk was unobtainable, and they used condensed milk for all their needs. The hospital diet was supplemented by special rations sent by the Canadian Red Cross whenever they were available. The addition of canned fruit, fruit juices and other fresh food was a God-send to the hospitals, Flying Officer Mulholland said.

The Nursing Sister couldn't say enough in appreciation of the help the Canadian Red Cross gives hospitals and medical services on the front. They had a constant supply of Canadian donated blood, both plasma and whole blood which was in constant use, not only for serious injuries, but also for cases of severe shock. "It was simply invaluable," she said. "We must have used hundreds and hundreds of bottles. We would have been lost without it."

She went on to tell how much the Canadian Red Cross was doing to keep up the supply of linens, clothing and hospital dressings for both mobile and base hospitals over there. The Red Cross dressing gowns and other hospital garments did much to keep the men warm when they were bedridden under canvas, where heating problems were difficult.

Questioned as to mail and parcels for the boys, from Canada, she said that they were coming through marvellously well, and that they were more than welcome on the fighting fronts. The mail service in Normandy was so good now, that a letter could be sent to Canada from there and an answer received within two weeks. In spite of the difficult living conditions on the continent, she said that RCAF morale was 100 percent.

She arrived back in England from the continent on February 8th and was posted back to Canada for duty here. The daughter of Mr. and Mrs. James Mulholland of Georgetown, Ontario, she is going home to her parents for her disembarkation leave.

RCAF Press Release 5861 dated 12 April 1945 deals in general terms with work by numerous medical staff - Nursing Sister D.I. Mulholland (RRC-1), D.C. Pitkethley (Mention in

Despatches), E.I. Millman, N.S. Soper, E.M.C. Elder (RRC-1), E.S. Vernon, M.G. McBride, M.G. Gardner, Mabel Montgomery (RRC-2) and Group Captain E.C. Noble (OBE):

With the RCAF in Britain: Nursing Sisters in the blue uniforms of the RCAF were the first Canadian women to set foot on actual battleground in this war, and to serve close to the fire of enemy guns. Four nursing sisters landed on the Continent just 13 days after that not-so-distant day in June of last year when our troops first stormed the beaches. They, and other RCAF "sisters" have served continuously since then at sick quarters on the airfields and in the RCAF Mobile Hospital Unit as it moved forward in the advancing theatre of war. Soon they will mark their first anniversary of service in Europe.

In the original group of four are: Nursing Sisters D.I. Mulholland of Georgetown, Ontario, who was awarded the Royal Red Cross for devotion to duty in the field; D.C. Pitkethley of Ottawa, now married to Squadron Leader E.J. Lindsay, GM, RCAF Overseas, E.L. Millman of Meldrum Bay, Manitoulin Island, Ontario, and N.S. Soper of Owen Sound. Nursing Sister Mulholland has returned home to Canada.

Serving with them are: Nursing Sisters E.M.C. Elder of Kildonan, Manitoba, E.S. Vernon of Vancouver, M.G. McBride of Vancouver, and M.G. Gardner of North Welland, Ontario. Nursing Sister Soper is still on the continent, awaiting posting.

The first group crossed the Channel in an invasion barge on D-Day plus 13. Since that time, they and their successors have worked in the operation tent and sick quarters in the Mobile Hospital Unit treating casualties from airfields of the Allied Expeditionary Air Force. To their skill and care, hundreds of Canadian airmen owe their lives. They also have nursed back to health scores of Canadian and British soldiers.

There are no such things as regular hours of duty. They work when there is work to be done and stop only when it is finished. During a recent RCAF push, they worked continuously for three days without stopping for sleep, until all casualties had been cared for.

Battle conditions have changed the mode of attire for the nurses in blue. Where the hospital is permanent, as was the case last winter, they wear white uniforms, starched aprons and white veils. When it is mobile, the nurses wear their overseas battle dress consisting of uniform skirt or slacks, battledress tunic, shoes and when outside, a beret bearing the RCAF crest.

With the return of spring, the girls live under canvas in the flooded areas of Holland. They work also under canvas. They have learned to cope with irritating

inconveniences, to carry on under conditions never dreamed of in their undergraduate nursing days.

Are first they glad to be “over there” ? What is the feeling when they see a Canadian airman’s face light up at finding himself being cared for by a Canadian girl who speaks with a familiar accent and comes, perhaps, from his own home-town ?

Principal Matron Mabel Montgomery of Brighton, Ontario, who holds the award of Associate Royal Red Cross, knows the answers. She has seen her nurses in action, has ridden with them in jeeps over the muddy fields of Belgium and Holland and seen them at work during the important first hours after a raid over enemy territory.

An officer in charge of the service’s nursing sisters in Great Britain and on the continent, she says, “They are excellent nurses and glad of an opportunity to do a dangerous job. You really have to talk with the boys who are flown in from the battlefield , to realize the stimulating effect a Canadian smile has on the morale of a wounded man.”

The wounded are treated as much as possible on the spot. In many cases a life has been saved by transfusions given in ambulances on the way back from the battlefield to the hospital unit. Whole blood as well as blood plasma stored in the ambulances and sick quarters on the separated airfields saved lives which might otherwise be lost. After treatment they are flown to RCAF convalescent centres on the continent and in Great Britain. It is in the hospital where the nurses’ jobs lie.

The nurses are the only female service personnel in the hospital. All ordinary nursing, moving of patients from ambulance to ward, from ward to operating room and routine care is carried out by male orderlies.

Nursing sisters supervise all nursing in the hospital, give treatment, change dressings, assist in reception and disposal of patients and assist the doctors in the operating theatre. They responsible to the senior medical officer at the hospital for the feeding, treatment and care of patients. During an air raid they are responsible for the safety of those in their charge.

Group Captain E.C. Noble, Director of Medical Services of the RCAF overseas has nothing but praise for the efficiency and work of the nursing sisters.

Because the hospital is mobile, all instruments, supplies and equipment must be kept in condition to be moved at a moment’s notice. Because, too, it is a

battlefield hospital, they must be ready at any moment, to meet emergencies. When these occur, all pitch in and carry on under whatever conditions may prevail, until the emergency is past and the last patient is treated and made comfortable.

This imposes upon all personnel as well as on the nursing sisters, a constant responsibility for the maintenance of supplies and equipment, an adequate supply of which must be kept sterile and ready for immediate use. There can be no delays. Time is the most important ally in present day battle nursing.

Matron Montgomery found the hospital efficient and well-managed. She found her nurses completely cheerful and keen in their work.

“After eight months in the throes of combat, they are not worried about personal comfort”, she said. “During the winter they were housed in the hospital which, for the time being, was a permanent building. Now, living and working under canvas, they face the living, laundry, working, bathing and sanitary problems known only in the battle area. Although nursing in a tent was farthest from their minds when they were in training, they have proven themselves worthy of their profession. They consider themselves fortunate that their living quarters are so much better than those of the actual fighting airmen, and whose cause they are realistically supporting 24 hours a day, seven days a week.”

The following stories are excerpted from the website <https://www.junobeach.org/canada-in-wii/articles/dorothy-irene-mulholland/>:

BEFORE THE WAR

Upon graduating from St Joseph's School of Nursing, in Guelph, Ontario in 1936, Irene started her career as a nurse at Peel Memorial Hospital. It was during this time that she met Robert "Kipper" McKillip, who was the son of a local businessman and enlisted in the RCAF to become a pilot. Irene and Kipper became engaged in 1941 but deferred their wedding. Irene had decided to volunteer to be a Nursing Sister for the RCAF. Were she to become married, Irene would not have been permitted to serve overseas.

ACTIVITY DURING THE BATTLE OF THE ATLANTIC & THE BATTLE OF BRITAIN

Like most new recruits to the military, Irene received a nick name "Molly", which is short for Mulholland. Molly initially spent time in St Thomas, Ontario and then moved on to Gander, Newfoundland where she began to distinguish herself as an exemplary nurse, appointed as the supervisor of the operating room.

In 1942, while departing from Halifax for service overseas, Molly reviewed the latest casualty listing. Much to her profound sadness, she discovered Kipper's name among those missing in action. His fighter plane was shot down in the Mediterranean – though he was never found.

EXPERIENCES IN GREAT-BRITAIN

Molly's time in England is not well documented, however, it is known that she continued to provide care to the injured soldiers returned from the front lines.

D-DAY & BATTLE OF NORMANDY

Early on the morning of June 19, 1944, Molly's unit, the No. 2 Field Mobile Hospital, was called to join the offensive, which had been underway since June 6. Several hours later, Molly and another nursing sister, Winnifred "Pit" Pitkethly, became the first Canadian women to land as part of the Normandy offensive. A third nursing sister, Edna "Millie" Millman, arrived later on that same day.

After landing at Juno Beach, they focused on setting up the mobile hospital and tending to injured soldiers. Molly recalled spending most of the first week in a trench and she described those times as being cold, damp and very uncomfortable. She also mentioned that in the early days after their arrival, she spent most of her time sleeping or providing care to the injured. She described one exhausting 72 hour shift in the operating room (which was nothing more than a tent) while bombs exploded around them.

Although initially scheduled to stay for 3 months, a series of events prevented Molly's replacement from arriving, stretching her tour to 8 months.

The No. 2 Mobile Field Unit's primary role was to support the 2nd Tactical Air Force as they advanced through Europe. They pushed forward through France into Belgium and Holland. As a result, Molly's unit played a supporting role, in the now famous, Battle of the Bulge.

For the remainder of 1945, Molly was assigned to the RCAF Burn Unit in East Grinstead, England.

AFTER THE WAR

Molly was honourably released on November 14, 1945. She suffered from a severe case of "battle fatigue", known today as Post Traumatic Stress Disorder. Loud sounds triggered panic attacks and she suffered from regular nightmares of

the soldiers that she was not able to save.

Molly returned back to her family in Georgetown. She gave up being a surgical nurse, and worked for a local company, later becoming a public health nurse at Georgetown High School until her retirement in 1980. She never married.

On November 10, 1985, just a few hours shy of Remembrance Day, surrounded by family and friends, Molly passed away, her battle finally ended.

This account, written by Molly's nephew, James Pasichny and her niece Christen Shepherd. It was based on the memories of family members, various newspaper stories and government records. It is not intended to be a historically correct account but personal recollections of one nurse.

RCAF Pres Release No. 5629 dated 4 July 1944, transcribed by Huguette Oates, reads: "There was an air raid that night – it was a wonderful experience. We felt a little cheated though – we were supposed to arrive two days earlier. This was the observation of Flying Officer Nursing Sister D.I. "Mollie" Mulholland of Georgetown, Ontario, one of the first of two Canadian women to land in France. The pair are nursing sisters with a RCAF mobile and are members of the RCAF mobile field hospital and are members of the RCAF Medical Service, Nursing Division.

Flying Officer Mulholland and Flying Officer Nursing Sister D.C. Pitkethly of Riverdale Avenue, Ottawa, Ontario, in their trim battle-dress and neat boots, find themselves objects of considerable interest among the inhabitants of the villages near their unit. "They seem very pleased to see us and made quite a fuss over us – particularly the kiddies. When they see 'Canada' on our shoulders they shout 'O Canada' and come up and shake hands with us. A couple of women in Bayeux asked us if we were fliers, so we tried to explain in our best high-school French that we were nurses," reported Flying Officer Mulholland.

The two girls neatly stepped around a big bomb crater at the bottom of the gang-plank in front of the Landing Craft to arrive in France at 5 a.m. on the thirteenth day after the invasion. They carried respirators and small bags, and on their heads wore steel helmets. Their vehicle ploughed through the water-filled hole onto the beach. "There was a bad dust storm at that time, and the sky was lit up with anti-aircraft fire – yes it was a grand experience," Flying Officer Mulholland recalled.

She was a mess guest at the Typhoon sector headquarters in Normandy commanded by Group Captain Paul Y. Davoud, DSO, DFC, Kingston, Ontario, and watched with keen interest an attack by rocket-carrying Typhoons based on a nearby airfield, against German long-range guns only a few miles away.

Subsequently, two other RCAF Nursing Sisters arrived in France. They are Flying Officer Nursing Sister E.L. Millman of Meldrum Bay, Manitoulin Island and Flying Officer Nursing Sister N.L. Soper of Warton, Ontario.

RCAF Immediate Press Release No. 5861 dated 12 April 1945, transcribed by Huguette Oates, reads:

WITH THE RCAF IN BRITAIN: -- Nursing sisters in the blue uniforms of the RCAF were the first Canadian women to set foot on actual battleground in this war and to serve close to the fire of enemy guns. Four nursing sisters landed on the Continent just 13 days after that not-so-distant day in June of last year when our troops first stormed the beaches. They, and other RCAF "sisters" have served continuously since then at sick quarters on the airfields and in the RCAF Mobile Hospital Unit as it moved forward in the advancing theatre of war. Soon they will mark their first anniversary of service in Europe.

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Serving with them are: Nursing Sisters, E.M.C. Elder of Kildonan, Manitoba (123 Newton Avenue); E.S. Vernon of Vancouver, B.C. (3392 West-36th Avenue); M.G. McBride of Vancouver, B.C. (636-East 50th Avenue) and M.G. Gardner of North Welland, Ontario (10 Merritt Street). N/S Soper is still on the continent, awaiting posting.

The first group crossed the channel in an invasion barge on D-Day plus 13. Since that time, they and their successors have worked in the operation tent and sick quarters of the Mobile Hospital Unit treating casualties from airfields of the Allied Expeditionary Air Force. To their skill and care, hundreds of Canadian airmen owe their lives. They also have nursed back to health scores of Canadian and British soldiers.

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the hospital is permanent, as was the case last winter, they wear white uniforms, starched aprons and white veils. When it is mobile, the nurses wear their overseas battle dress consisting of uniform skirt or slacks, battledress tunic, shoes and when outside, a beret bearing the RCAF crest.

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The wounded are treated as much as possible, on the spot. In many cases a life has been saved by transfusions given in ambulances on the way back from the battlefield to the hospital unit. Whole blood as well as blood plasma stored in the ambulances and sick quarters on the separated airfields saves lives which might otherwise be lost. After treatment, they are flown to RCAF convalescent centres on the continent and in Great Britain. It is in the hospital where the nurses' jobs lie.

The nurses are the only female service personnel in the hospital. All ordinary nursing, moving of patients from ambulance to ward, from ward to operating room and routine care is carried out by male orderlies. Nursing sisters supervise all nursing in the hospital, give treatment, change dressings assist in reception and disposal of patients and assist the doctors in the operating theatre. They are responsible to the senior medical officer at the hospital for the feeding, treatment and care of patients. During an air-raid they are responsible for the safety of those in their charge. Group Captain E.C. Noble, director of Medical Services of the RCAF overseas has nothing but praise for the efficiency and work of the nursing sisters.

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kept in condition to be moved at a moment's notice. Because, too, it is a battlefield hospital, they must be ready at any moment, to meet emergencies. When these occur, all pitch in and carry on under whatever conditions may prevail, until the emergency is past and the last patient is treated and made comfortable. This imposes upon all personnel as well as on the nursing sisters, a constant responsibility for the maintenance of supplies and equipment, an adequate supply of which must be kept sterile and ready for immediate use. There can be no delays. Time is the most important ally in present-day battle nursing.

Matron Montgomery found the hospital efficient and well-managed. She found her nurses completely cheerful and keen in their work. "After eight months in the throes of combat, they are not worried about personal comfort," she said. "During the winter, they were housed in the hospital which, for the time being, was a permanent building. Now, living and working under canvas, they face the living, laundry, working bathing and sanitary problems known only in a battle area. Although nursing in a tent was farthest from their minds when they were in training, they have proven themselves worthy of their profession. They consider themselves fortunate that their living quarters are so much better than those of the actual fighting airmen, and whose cause they are realistically supporting 24 hours a day, seven days a week."

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MULHOLLAND, F/L John Valentine (J36985) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 14 February 1922 in Perth County, Ontario; home in Mitchell, Ontario (hydraulic press operator); enlisted in Hamilton 17 August 1942. To No.1 Manning Depot, 30 August 1942. To No.14 SFTS (guard), 8 January 1943. To No.5 ITS, 20 February 1943; graduated and promoted LAC, 1 May 1943 when posted to No.10 EFTS; graduated 25 June 1943 and posted next day to No.1 SFTS; graduated and commissioned, 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, 15 November 1943. Promoted Flying Officer, 15 April 1944. Repatriated 13 August 1945. Retired 2 October 1945. Died in Oakville, Ontario, 2 June 2017. No citation in AFRO other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation dated 19 March 1945 when he had flown 36 sorties (221 hours ten minutes), 24 September 1944 to 16 March 1945.

This captain has completed thirty-six heavy operational bombing attacks against the enemy; at all times his work has been of a very high calibre.

This squadron does special mining work for the group and this requires crews of a very dependable nature. Flight Lieutenant Mulholland possesses coolness, and

displays exceptional fearlessness in the face of danger and can be relied upon to complete the most hazardous mining operations. His bombing attacks have been of an excellent calibre and he has never been a non-starter; his skilful and calculated handling of his aircraft under extremely difficult conditions has been an inspiration to his crew.

The sortie list was as follows:

24 September 1944 - Calais (3.35, second pilot)
25 September 1944 - Calais (4.25, second pilot)
6 October 1944 - Dortmund (6.25)
9 October 1944 - Bochum (6.45)
12 October 1944 - Wanne Eickel (5.30)
14 October 1944 - Duisburg (5.50)
16 October 1944 - Wilhelmshaven (5.20)
25 October 1944 - Homburg (5.30)
2 November 1944 - Dusseldorf (6.05)
4 November 1944 - Bochum (5.55)
6 November 1944 - Gersenkirchen (5.45)
16 November 1944 - Julich (4.45)
18 November 1944 - Munster (5.50)
21 November 1944 - Castrop Rauxel (6.05)
27 November 1944 - Neuss (6.30)
30 November 1944 - Duisburg (6.10)
18 December 1944 - Duisburg (5.55)
26 December 1944 - St. Vith (7.10)
28 December 1944 - Opladen (5.45)
29 December 1944 - Oberlar (6.00)
2 January 1945 - Ludwigshaven (6.55)
5 January 1945 - Hanover (6.05)
6 January 1945 - Hanau (6.35)
13 January 1945 - Saarbrucken (7.10)
14 January 1945 - Gladbach (5.50)
16 January 1945 - Magdeburg (6.25)
4 February 1945 - Gardening (5.00)
7 February 1945 - Goch (7.00)
13 February 1945 - Bohlen (7.45)
14 February 1945 - Gardening (4.40, duty not carried out)
17 February 1945 - Wesel (5.50)
20 February 1945 - Monheim (7.00)
23 February 1945 - Essen (6.00)
25 February 1945 - Gardening (6.45)
12 March 1945 - Dortmund (5.45)

15 March 1945 - Hagen (6.25)

16 March 1945 - Gardening (4.25)

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MULHOLLAND, F/L William John (J28665) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 22 September 1919 in Toronto; home there (student); enlisted there 4 December 1940 as Aero Engine Mechanic and posted to No.1 Manning Depot. To Technical Training School, 27 December 1940. Promoted AC1, 17 May 1941. To No.7 SFTS, 21 May 1941. To No.15 SFTS, 9 June 1941. Promoted LAC, 1 October 1941. Remustered to aircrew, 7 November 1942 when posted to No.4 ITS; graduated 6 February 1943 when posted to No.5 EFTS; graduated 3 April 1943 when posted to No.3 SFTS; graduated and commissioned, 23 July 1943; to "Y" Depot, 6 August 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flying Officer, 23 January 1944. Repatriated 19 May 1945. To No.1 Air Command, 24 June 1945. To No.1 WS, 31 July 1945. To No.4 Release Centre, 9 September 1945. Retited 18 September 1945. Medal sent by registered mail 28 June 1949. RCAF photo PL-43553 (ex UK-20681 dated 20 April 1945) shows F/L W.J. Mulholland, pilot, York Mills, with F/O J. Morgan, air bomber, Toronto, standing by an inscribed 4,000-pound bomb. 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 35 sorties (243 operational hours), 2 November 1944 to 4 April 1945.

2 November 1944 - Dusseldorf
9 November 1944 - Wanne Eickel
11 November 1944 - Dortmund
21 November 1944 - Aschaffenburg
27 November 1944 - Freiburg
29 November 1944 - Dortmund
3 December 1944 - Urft Dam
4 December 1944 - Karlsruhe
6 December 1944 - Merseburg
12 December 1944 - Essen (10)
15 December 1944 - Ludwigshaven
22 December 1944 - Coblenz
16 January 1945 - Zeitz-Troglitz
22 January 1945 - Duisburg
1 February 1945 - Mannheim (15)
2 February 1945 - Weisbaden
7 February 1945 - Cleve
8 February 1945 - Politz
13 February 1945 - Dresden

21 February 1945 - Duisburg
23 February 1945 - Pforstheim
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
15 March 1945 - Misburg
16 March 1945 - Nuremberg
18 March 1945 - Hanau
21 March 1945 - Bremen
24 March 1945 - Harpenerweg
27 March 1945 - Paderborne
4 April 1945 - Lutzkendorf

As captain of aircraft this Canadian officer has now carried out 35 sorties against the enemy. During his stay with the squadron he has discharged his duties with distinction and has proved himself to be a worthy leader of a gallant crew. He has consistently pressed home his attacks despite fierce enemy opposition and on more than one occasion has successfully defied attacks by enemy night fighters.

By his skill as a pilot and coolness under fire he has won the implicit confidence of his crew and his conduct at all times has done much to maintain the high standard of morale in the squadron.

For his outstanding ability, strong sense of duty and undoubted courage he is recommended for the award of the Distinguished Flying Cross.

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MULLEN, FS (now P/O) Robert Gerald (R61626/J15209) - **Distinguished Flying Medal** - No.407 Squadron - Award effective 29 May 1942 as per **London Gazette** dated 2 June 1942 and AFRO 880-881/42 dated 12 June 1942. See **War Service Records 1939-1945** (Canadian Bank of Commerce, 1947). Born 17 February 1918 at Saskatoon, Saskatchewan; educated in Winnipeg and Regina; home in Canora, Saskatchewan. Enlisted 20 June 1940 in Regina. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 15 August 1940; to No. 6 EFTS; 18 August 1940; graduated and posted to No.4 SFTS, 10 November 1940; graduated and promoted Sergeant, 28 January 1941. To Embarkation Depot, 22 February 1941; to RAF overseas, 6 March 1941. Commissioned 10 October 1941. Flew 44 sorties (30 at night) with No.407). Returned to Canada, 11 June 1942 via No.31 Personnel Depot; to No.31 GRS, 11 June 1942 to instruct; promoted Flying Officer, 1 October 1942; to No.1 GRS, 15 February 1943. Medal

presented by Governor General, 16 April 1943. Attained rank of Flight Lieutenant, 1 June 1944. Released 10 September 1945. Postwar he worked 42 years for the Canadian Imperial Bank of Commerce. Died in Toronto, 14 June 1993. RCAF photo PL-4854 (ex UK-632) shows him by tail of Hudson: "Sergeant Mullen is credited with having damaged some enemy shipping while serving with an RCAF General Reconnaissance Squadron somewhere in England."

Since September, 1941, Flight Sergeant Mullen has completed over thirty operational flights of which twenty-five have been completed at night. Disregarding danger he has pressed home his attacks against enemy ships at mast-head height in the face of heavy anti-aircraft fire from the vessels and shore batteries. The success he has achieved has been gained by his undaunted keenness.

NOTE: DHist file 181.009 D.2620 (RG.24 Volume 20628) has recommendation for DFMs dated 3 March 1942 for Flight Sergeant R.G. Mullen, Sergeant D.K. Branter (RCAF, Mentioned in Despatches, 1 January 1943) and Sergeant Richard Webdell (RAF, later commissioned and awarded Mention in Despatches, 1 January 1943). A copy of the same document is to be found in Public Record Office Air 2/9588.

Flight Sergeant Mullen with his two Wireless Operator/Air Gunners, Sergeant Webdell and Sergeant Branter, have flown 116 hours on 33 operational flights on this squadron since September 1941. Of this flying 25 flights, a total of 86 hours, have been by night. During this period four merchant vessels have been successfully attacked by night.

Their record of attacks is as follows:

12.9.41	M.V. 2,000 tons	Direct hit (Coastal Command Headquarters confirm motor vessel probably damaged).
29.9.41	M.V. 5,000 tons	Fire observed after attack (Coastal Command Headquarters confirm motor vessel probably damaged).
12.10.41	M.V. 1,000 tons	No claim.
30.11.41	M.V. 5,000 tons	Vessel observed sinking (Coastal Command Headquarters confirm motor vessel seriously damaged).
10.1.42	M.V. 6/8,000 tons	Direct hit on centre island (Coastal Command Headquarters confirm motor vessel probably damaged).

These attacks have all been pressed home at mast head height in the face of heavy anti-aircraft fire from shipping and shore batteries. Their aircraft was damaged by anti-aircraft fire on the last attack, one member of the crew was wounded, the

undercarriage and the port wing were badly damaged.

These successes have been achieved by undaunted keenness and an exceptional co-ordination of effort by all members of the crew which have been a splendid source of inspiration to all crews.

MULLEN, P/O Robert Gerald, DFM (J15209) - **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. DHist file 181.009 D.2620 (RG.24 Vol.20628) has recommendation for DFM dated 10 February 1942; he was then a Flight Sergeant. He was awarded a DFM, but the citation for that differs markedly from what follows here:

This Canadian NCO was one of the first pilots of this squadron to score a success against enemy shipping. He has flown 115 hours on 30 operational flights as pilot and captain of his aircraft and is credited with damaging three enemy supply ships, a total of 13,000 tons, and with probably damaging another 7,000 tons. In addition he attacked one vessel of which it was impossible to observe the results.

These praiseworthy successes have been achieved by continuous keenness and flying of the highest order. The sincere esteem in which Sergeant Mullen is held by the aircrews is a splendid source of inspiration to all.

In carrying out his most recent attack the aircraft was damaged by anti-aircraft fire and his observer was wounded.

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MULLIGAN, F/L Eric Harold (J16708) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 12 November 1943 and AFRO 2610/43 dated 17 December 1943. Born in Pembroke, Ontario, 23 October 1920; home in Sudbury, Ontario (painter and apprentice mechanic, International Nickle). Attended Galt Aircraft School for six months before enlisting in Ottawa, 16 December 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 24 January 1941. Promoted AC1, 14 June 1941; To No.7 BGS, Paulson, 18 June 1941. Promoted LAC, 1 October 1941 To "Y" Depot, 21 April 1942; to RAF overseas, 1 May 1942. Disembarked in Britain, 12 May 1942. To No.405 Squadron, 13 June 1942. To No.408 Squadron, 3 October 1942. Remustered to aircrew and trained as a Flight Engineer, 26 July 1942; commissioned 19 January 1943. Promoted Flying Officer and Flight Lieutenant, 19 July 1943. Attended No.4 School of Technical Training, 2 February to 1 March 1944. To No.1664 Conversion Unit, 14 May 1944. Medal presented at Buckingham Palace 11 August 1944. To Repatriation Depot, 23 February 1945. Repatriated to Canada, 3 May 1945. To No.1 SFTS, 17 June 1945. To Release Centre, 30 September 1945. Retired 9 October 1945. RCAF photo PL-32518 (ex UK-13816 dated 23 August 1944) is a portrait. Served as an Air Cadet Officer, 200 RCAC Squadron in Sudbury, 1

September 1949 to 15 May 1957 (300457, Squadron Leader from 1 May 1950). Died in Sudbury, Ontario, 11 July 1994 as per **Legion Magazine** of October 1994. 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.1513 (RG.24 Vol.20600) has recommendation by W/C W.D.B. Ferris dated 18 September 1943 when he had flown 17 sorties (108 hours 30 minutes), 6 September 1942 to 24 July 1943. Flight Engineer Leader; returned from Berlin 1 March 1943 with 78 holes in aircraft.

Since joining the squadron in September 1942, Flight Lieutenant Mulligan has carried out operations against heavily defended targets in Germany. These sorties included the following: Duisburg, Frankfurt, Dusseldorf, Wilhelmshaven, Essen (two), Saarbrucken, Flensburg, Lorient, Turin, Cologne (two), Berlin, Kiel, Stettin, Dortmund, Hamburg.

Flight Lieutenant Mulligan has at all times set a very good example to his fellow Flight Engineers in the capacity of a leader. He has carried out two conversions on the squadron, keeping a high standard of efficiency amongst his men. Under a cheerful manner he has inspired a high standard of morale, and I strongly recommend that this officer be awarded the Distinguished Flying Cross.

RCAF press release 2708 issued 13 January 1944 dealt with his career. The following are excerpts:

Eric is inclined to reminisce about some of his trips with W/C [W.D.] Ferris with whom he did an even dozen jaunts to Jerryland.

"We were on a big Berlin raid", he says, "on March first last year, and it was the worst one of them all. The kite came back with 78 holes in it - we counted them - made by flak. On the way in we got caught all by ourselves over Hamburg and when you find yourself in that situation, it's usually just too bad."

Another "shaky do" was a junket to Flensburg when a small, picked force was delegated to do a low-level attack on submarine installations. "It was certainly a well-defended target", he recalls. "We went in right on the deck and bombed from 200 feet."

The incident he recalls best, however, was a raid on Stettin, when the skipper "got sore at some searchlights" and decided to go train-busting to even matters up. "We went on toward the target until we saw some railway tracks and then followed them until a train appeared. The gunners really let the train have it."

All of F/L Mulligan's operational experience has been on four-engined bombers. He did seven trips on Halifaxes before converting to Lancasters, and figures the

Flight Engineer's job on the big "Lankies" is relatively soft. He's only responsible that the aircraft is flying fit, assists the pilot during takeoff, and maintains a constant watch over engines, petrol supply, oil pumps, etc. during flight. As a member of the Wing Commander's crew, he is also given additional duties as Flight Engineer leader, training new Flight Engineers posted to the squadron, and assisting others....

Insofar as flying is concerned, F/L Mulligan will dispel any idea that bombing Germany these days is a job for sissies. "There used to be a number of really 'hot' targets, such as Duisburg and Essen," he says. "Now it's plenty 'hot' pretty well anywhere you want to go, whether over towns or open country."

RCAF Press Release No.6114 dated 8 July 1944 from: Sergeant John Badger (with photo UK-6242) transcribed by Huguette Oates, reads:

WITH RCAF BOMBER GROUP OVERSEAS: -- He has a weary look, this big barrel-chested man, when he recalls the near things of his operational flying. Maybe Flight Lieutenant Eric Mulligan, DFC, of Pembroke and Sudbury, Ontario, seems tired because he has to master all the technical and personnel problems that trouble a station flight engineering officer. Maybe it's because a couple of those things were so near that he has been sober about living ever since.

There was the desperate operation against the U-boat base at Flensburg. It happened a couple of years ago when the sub menace was far more important than it is now, and bomber flights to German targets were much riskier. Mulligan's first skipper in the City of Vancouver Squadron, Flight Sergeant Dick Fernyhaugh of Victoria, B.C., flew their Halifax that night. It was one of a small force of four-engined aircraft, the majority of which did not return from the operation.

Flensburg is located up a fjord near the pre-war Danish frontier. As the air giants raced toward it at low level, they were buffeted by a heavy electrical storm. Through thunder, lightning and rain they droned, moving from an altitude of 1200 feet to 200 over the fjord and town.

Over the target another storm awaited them – a man-made maelstrom of flak, through which Fernyhaugh weaved expertly, his aircraft not being hit once though the crew could see that others were less fortunate. At the time, they thought they had been hit: bombing from 200 feet, the Halifax was bounced so severely by the impact of its own exploding missiles that the fliers decided heavy flak burst must have caught it. Suddenly, they had run the gauntlet and found that their plane was alone in the night and rain. It was impossible to tell where they were. Fernyhaugh brought the aircraft down to 50 feet to help the crew identify the terrain.

They sighted an airdrome ahead, saw Ju88s and some single-engined aircraft dispersed on the field, realized they were over the Nazi island of Sylt and started to turn away. Then red tracers speared the dark. The airdrome defences were firing at them. Too smart to present his bomber broadside to the Luftwaffe's heavy ground machine guns, Fernyhaugh banked back, charged right across the airfield. His three gunners riveted away with their own weapons from positions in the nose, (correct at time), mid-upper and tail. The Rhodesian tail gunner fired at one of the red-winking jets in the dark, put it out. Over the sea, still unscathed, the Halifax dodged storms all the way home.

Mulligan completed seven trips over enemy territory with the City of Vancouverites before transferring to the Goose Squadron to finish his tour of operations. He was in a Goose Halifax (correct at time) captained by the famous Wing Commander W.D. "Tiny" Ferris, DFC, of Edmonton (12704-102nd Avenue) on the first raid on Berlin in which four-engined aircraft attacked in large numbers. About 300 roared over the German capital that night.

Passing over Hamburg on the way in, Mulligan's bomber was enveloped in heavy predicted flak. Fragment after fragment tore into it but the riddled aircraft survived the smashing of all instruments and gauges as well as wireless and electrical equipment. While the bursts punished it for 14 minutes, Ferris executed all kinds of evasive action, finally diving from 19,000 to 10,000 feet. Mulligan and his crewmates escaped injury though they were flung around by the rocking breath-taking manoeuvres. But they flew their ruined bomber on to Berlin, depositing their eggs as ordered. An hour and a half after the rest of the Goose aircraft had landed, their flying junk pile lumbered to a stop on its runway. The boys found themselves being congratulated on all sides. Their mates all thought they had been lost. The Halifax had 78 holes in it, including two apertures in a wingtip from top to bottom.

Mulligan has changed considerably since he joined the RCAF. He enlisted as a ground-crew fitter early in '40, re-mustering to aircrew in June '42 as an LAC overseas. At the same time, 25 other members of his class also volunteered for flying duties, becoming the first group of Canadian flight engineers in Britain. Interesting indication of the value of British war diet is that Mulligan has filled out from 160 to 190 pounds since coming overseas.

Now flight engineering leader at a heavy conversion unit of the Canadian Group, this busy pre-occupied giant has a post-war ambition that seems curious in the light of his many operational thrills. It is to open a men's clothing store!

Notes: Application for Operational Wing dated 25 May 1944 stated he had flown 28 sorties (185

hours 20 minutes), 28 August 1942 to 1 May 1944 with Nos.405 and 408 Squadrons.

Repatriation Form dated 24 February 1945 stated he had flown 28 sorties (185 hours 20 minutes) plus 104 non-operational hours. Types experienced were Halifax (163.20), Lancaster (125.00) and Oxford (one hour). He had attended a Flight Engineer Leader course.

Assessments: "Keen Flight Engineer Leader. Energetic and know his work. Completed two full and satisfactory conversion trainings." (W/C D. Fraser, 2 October 1943).

"A competent Flight Engineer Leader." (G/C C.L. Annis, 28 April 1944).

"This officer has improved his section tremendously." (W/C C.B. Sinton, No.1664 Conversion Unit, 14 July 1944)

"A strong personality. A sound section leader and one who can be trusted to do a sound job." (S/L E. Cook, 23 February 1945). To this is added, "An outstandingly aggressive and energetic type, who can both push and lead his subordinates. Not noted for tact." (W/C M. Bryson, 26 February 1945). Noted he had flown 298 hours (185 in past six months).

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MULLIGAN, S/L George Bernard (C2411) - **Member, Order of the British Empire** - No.16 SFTS - Award effective 1 January 1945 as per **London Gazette** of that date, **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945. Born in Ottawa, 20 May 1906 (RCAF Press Release 4907 reporting award). Attended St. Boniface Public School, Loyola College (Montreal) and Cornell University. Home in North Simcoe, Ontario; enlisted in Ottawa 6 August 1940 in Administration Branch. Promoted Flight Lieutenant, 15 June 1941. As of 24 August 1941 he was at No.16 SFTS. Promoted Squadron Leader, 15 December 1942. To War Service College, 31 March 1944. Returned to No.16 SFTS, 2 June 1944. To No.1 Manning Depot, 15 October 1944. To No.4 Release Centre, 31 October 1944 for duty. Promoted Wing Commander, 1 December 1944. Medal presented 17 June 1945. Retired 22 August 1945.

This officer, as Senior Administrative Officer, has earned the esteem and admiration of all ranks by the efficiency and untiring devotion with which he has carried out his duties. Progressive and most loyal, he has shown exceptional leadership in his work over a long period of time. By his energy, industry, initiative and self sacrifice, he has set a splendid example and has contributed materially to the successful operation of his station.

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MULVIHILL, F/L John Cornelius (C1052) - **Air Force Cross** - No.116 (BR) Squadron (Canada) - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43

dated 15 January 1943. Born in Ottawa, 23 October 1918; enlisted there, 9 September 1939. Trained at Trenton and Camp Borden. To No.5 (BR) Squadron, 22 April 1940. Promoted Flight Lieutenant, 1 July 1941. To Air Armament School, 5 March 1942. Returned to No.5 (BR) Squadron, 4 May 1942. To No.116 (BR) Squadron, 17 May 1942. Promoted Squadron Leader, 1 December 1942. To No.1 Group Headquarters, 16 December 1942. To Gander, 13 May 1943. To "BW", 9 June 1943. To "Y" Depot, 3 October 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Commanded No.434 (Bluenose) Squadron, 8 April to 5 September 1945, a period which included its return to Canada in June 1945. Served in postwar RCAF, reverting to Squadron Leader on 1 October 1946 but promoted again to Wing Commander, 1 January 1950. Retired in that rank. Died in Ottawa, 13 August 2003. Medal presented by Governor General, 16 April 1943. Photo PL-56972 shows him as a Wing Commander, Staff College, 22 May 1953. Photo PL-36593 also shows him. RCAF phot PL-42956 (ex UK-19415 dated 19 March 1945) is captioned as follows: "Members of the Lion Squadron of the RCAF Bomber Group, S/L J.C. Mulvihill, AFC, Britannia Heights, Ottawa, pilot, on the right, and F/O R.A. MacKay, Beaverton, Ontario, his bomb aimer, turn in their flying equipment to LAC L.D. Saulnier, Little Brook, Nova Scotia, safety equipment assistant, on their return from an attack on Wanne Eickel." Photo PL-43453 (ex UK-20557 dated 19 April 1945) is captioned as follows: "Relinquishing command of RCAF Bomber Group's Bluenose Squadron is W/C A.P. Blackburn of Aylesford, Nova Scotia, right. He recently finished his tour during which he won the DFC. Taking over is S/L Jum Mulvihill, AFC, Britannia Heights, Ontario, left."

The total flying time of this officer is 935 hours, 529 of which have been on operational coastal patrol flights, often in adverse weather conditions. The devotion to duty and outstanding zeal of this officer, together with his fearless qualities make him an inspiration and example to all other members of the squadron.

NOTE: DHH file 181.009 D.1941 (National Library and Archives of Canada RG.24 Volume 20612), has recommendation for a non-immediate DFC filed 23 May 1945 by Officer Commanding, Station Croft. He was then W/C J.C. Mulvihill, No.434 Squadron and had flown twelve sorties (81 hours 25 minutes). DFC not awarded but submission transcribed for the record (no sortie list):

This officer has completed twelve sorties of his second tour. He has at all times displayed great courage and determination in attacks on the enemy and has been an inspiration to all crews in the squadron which he commands. As Squadron Commander, his qualities of leadership and outstanding ability to handle men have contributed in a very large measure to the high standard of efficiency and loyalty on the squadron. I strongly recommend the non-immediate award of the Distinguished Flying Cross.

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MULVIHILL, F/O Kevin Patrick (J23249) - **Mention in Despatches** - No.11 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 20 August 1920. Home in Winnipeg; enlisted there 20 February 1942. To No.2 Manning Depot, 24 March 1942. To No.12 SFTS (guard duty), 8 May 1942. To No.2 ITS, 6 June 1942; graduated and promoted LAC, 1 August 1942; to No.19 EFTS, 15 August 1942; graduated 9 October 1942 and posted next day to No.15 SFTS; graduated and commissioned 5 February 1943. To No.2 Flying Instructor School, 19 February 1943 but posting changed the same day to No.1 GRS. To No.31 OTU, 30 April 1943. To Eastern Air Command, 15 July 1943; to No.119 (BR) Squadron, 27 July 1943. Promoted Flying Officer, 5 August 1943. To No.11 (BR) Squadron, 28 March 1944. Promoted Flight Lieutenant, 5 February 1945. To Torbay, 10 April 1945. To No.5 Release Centre, 15 August 1945. Retired 9 August 1945.

Flying Officer Mulvihill is a very conscientious and capable pilot who has recently completed a tour of operations on the East Coast. He has at all times carried out his duties in a most commendable manner.

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MUNCASTER, FS Harold Henry (Can 6066) - **British Empire Medal** - No.18 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Winnipeg, 11 November 1907. Attended Maple Leaf School (1919-1922), Daniel McIntyre School (1922-1933) and took a course in theory of flight and aircraft construction, 1929-1931 with Western Canada Airways. Employed by various firms as petty cashier and book keeper. Enlisted in No.12 (Army Cooperation) Squadron, Winnipeg, 12 April 1934. Remustered to Fitter, Aero Engines, 1 October 1935. Promoted LAC, 1 March 1936. Appointed Corporal, 15 March 1937. Appointed Acting Sergeant, 12 November 1937 (confirmed 28 March 1938). During his Auxiliary service he attended summer camps at Shilo, June 1937, July 1938 and July 1939. Enrolled in Permanent Force as Aero Engine Mechanic in Winnipeg, 20 September 1939, reverting to AC1. To No.112 (Army Cooperation) Squadron, 23 January 1940 (No.2 Fighter Squadron as of 11 December 1940). Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 1 November 1940. Promoted Sergeant, 15 February 1941. Promoted Flight Sergeant, 25 February 1942. To No.3019 Echelon, 14 March 1942. To No.402 Squadron, 2 December 1942. To Canada, 17 June 1943; to Technical Training School, 21 July 1943; to No.14 SFTS, Aylmer, 21 September 1943; to No.17 SFTS, Souris, 18 March 1944; to No.18 SFTS, Gimli, 9 May 1944. To No.2 Air Command, 6 September 1945. To No.8 Repair Depot, 9 November 1945. To No.8 Repair Depot, 18 December 1945; to No.2 Air Command, 17 January 1946. To No.5 Release Centre, 28 February 1946; retired 5 March 1946. Re-engaged as an Aero Engine Mechanic, No.402 (Auxiliary) Squadron, Winnipeg, 12 November 1946 to 31 August 1949 (promoted WO2 on 1 April 1948). Medal presented 17 January 1948.

This non-commissioned officer has served eleven years in the Royal Canadian Air

Force. He is extremely industrious and well above the average in skill and intelligence. He applies himself to his job with a thoroughness that is outstanding. He is absolutely reliable and by his example is of infinite value to his superior officers. In the Maintenance Wing of this unit he knows his job and does it well and cheerfully.

Recommendation raised 30 July 1945 by S/L G.E. Bryers, No.18 SFTS, as follows:

Flight Sergeant Muncaster has served eleven years in the Royal Canadian Air Force., five years with 112 (Army Cooperation) Squadron and six in the Permanent Force, three of which were spent overseas. He is extremely industrious and well above the average in skill and intelligence. He applies himself to his job with a thoroughness that is outstanding. He is absolutely reliable and by his example is of infinite value to his superior officers. His dress and deportment are above reproach. He knows his job and does it well and cheerfully.

On 31 July 1945 W/C E.A. Weaver added the following:

Flight Sergeant Muncaster has at all times devoted himself diligently to duty. His exemplary conduct has been a tower of strength to those serving with and under him.

Note: Assessed 24 October 1938 by Adjutant of No.112 Squadron - "Conscientious and reliable NCO. Efficient. Deserving of confirmation in rank."

Assessed 28 July 1942 by S/L R.E. Moran, No.402 Squadron - "This NCO during a lengthy term of service has in all respects shown himself to be above average in skill and intelligence. He is extremely industrious. He is at present in charge of 3019 Echelon and is doing an excellent job. He is strongly recommended."

Assessed 21 February 1945 by W/C G.S. Henson, No.17 SFTS - "This NCO is improving all the time. He is in charge of all fitter crews and handles men exceedingly well."

Assessed 23 August 1948 by S/L W. Copley, Station Winnipeg - "A highly qualified Warrant Officer. Approximately ten years RCAF background. Quiet yet forceful, well thought of by the squadron personnel, especially the younger members."

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MUNGALL, F/O Robert Hill (J14862) - **Mention in Despatches** - No.11 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 27 January 1918. Home in Union Mills, New Brunswick; enlisted in Moncton, 21 August 1940. To Manning Depot, 31 August 1940. To No.1 ITS, 9 December

1940; graduated and promoted LAC, 15 January 1941; posted that date to No.7 EFTS; may have graduated 5 March 1941 but posted to No.1 Manning Depot, 17 March 1941 and to No.10 SFTS on 8 April 1941; graduated and promoted Sergeant, 22 June 1941. To Trenton, 28 June 1941. To No.8 SFTS, 16 September 1941. Promoted Flight Sergeant, 22 December 1941. Promoted WO2, 22 June 1942. Commissioned 29 July 1942. To No.17 EFTS, 12 January 1943. To No.31 GRS, 23 April 1943. To Eastern Air Command, 3 July 1943. To No.161 (BR) Squadron, 19 July 1943. To No.11 (BR) Squadron, 3 September 1944. To "K", 23 May 1945; to Torbay, 14 September 1945; to No.1 Radio and Navigation School, 15 September 1945; to Composite Training School, 16 February 1946. Retained as Flight Lieutenant, 1 October 1946. To Central Flying School, 30 March 1947. To Centralia, 11 January 1948. To Air Navigation School, 19 February 1949. Retired 30 September 1951.

This officer has completed a tour of operations and has recently been employed transporting personnel by air across the North Atlantic. He has carried out his duties in a most exemplary manner and is deserving of high praise.

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MUNN, F/O John (J25562) - **Distinguished Flying Cross** - No.578 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 5 August 1915 in Regina; home in Victoria (packer); enlisted there 28 May 1937 as Airframe Mechanic and posted to Camp Borden. Promoted AC1, 28 May 1938. To No.4 (General Reconnaissance) Squadron, Vancouver, 30 May 1938. Promoted LAC, 1 July 1939. Promoted Corporal, 1 September 1939. Promoted Sergeant, 1 June 1940. To No.7 SFTS, Macleod, Alberta, 26 November 1940. Promoted Flight Sergeant, 1 February 1941. Remustered to aircrew and posted to No.4 ITS, 12 April 1942; To No.5 EFTS, High River, 19 July 1942; to No.15 SFTS, Claresholm, 13 September 1942; Ceased training and posted to Trenton, 7 November 1942; he was having much trouble with landings and the Commanding Officer of No.15 SFTS wrote, "At all times this student was a serious and conscientious worker but there seems little apparent hope of having him coordinate his knowledge of flying with his actual flying." To No.2 AOS, Edmonton, 29 December 1942; graduated and commissioned, 16 April 1943. To "Y" Depot, 1 May 1943. To RAF Trainee Pool, 26 May 1943. Disembarked in Britain, 4 June 1943 and posted to No.3 PRC, Bournemouth. Attached to Army, July 1943. To No.6 (Observer) AFU, 1 September 1943. To No.20 OTU, 12 October 1943. Promoted Flying Officer, 16 October 1943. To No.41 Base, 1 February 1944. Attached to No.1663 Conversion Unit, 6 March to 20 April 1944. Posted to No.578 Squadron, 20 April 1944. To No.24 OTU, 19 November 1944. Promoted Flight Lieutenant, 16 April 1945. Repatriated 2 August 1945. To No.3 Repair Depot, Vancouver, 13 August 1945. To No.1 Composite Training School, Toronto, 4 October 1945. To No.6 OTU, Comox, 25 November 1945. To Patricia Bay, 16 January 1946. To No.9 (Transport) Group, Rockcliffe, 27 January 1946. To No.168 (Heavy Transport) Squadron, 29 January 1946. To No.1 Air Support Unit, Churchill, 3 March 1946. To No.164 Squadron, Dartmouth, 18 March 1946. To No.164 Squadron Detachment, Edmonton, 28 March 1946. To No.435 Squadron, 1 August 1946. Relinquishes Short Service Commission and reverts

to Airframe Mechanic and Sergeant in postwar RCAF, 1 January 1946 (taking back prewar number of 2198). To Winter Experimental Establishment, Edmonton, 2 February 1947. To Technical Training School, Camp Borden, 31 March 1948. Promoted Flight Sergeant, 1 April 1948. To No.10 Examination Unit, Camp Borden, 8 January 1952. To Station Moose Jaw, 15 April 1953. Promoted WO2, 1 February 1952. Promoted WO1, 1 April 1955. To No.1 (Fighter) Wing, Marville, 21 November 1955. To Station Greenwood, 20 November 1958. To Station Winnipeg, 19 August 1960. Retired 22 April 1971. Died in Duncan, British Columbia, 18 May 1991 as per **Airforce Magazine** of October-November-December 1991. Medal sent by registered mail 4 February 1952. 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 11 November 1944 when he had flown 38 sorties (164 hours 12 minutes).

(* denotes daylight sortie)

1 May 1944 - Malines (4.23)
11 May 1944 - Trouville (4.08)
22 May 1944 - Orleans (5.32)
27 May 1944 - Bourg Leopold (4.17)
31 May 1944 - Trappes (5.34)
2 June 1944 - Harinzeles (3.13)
4 June 1944 - Boulogne (3.01)
6 June 1944 - Chateaudun (5.54)
8 June 1944 - Alencon (4.58)
11 June 1944 - Massy Palaiseau (4.45)
12 June 1944 - Amiens (3.46)
14 June 1944 - Douai (3.30)
23 June 1944 - Oisemont (3.33)
24 June 1944 - Le Grand Rossignol (3.51)*
27 June 1944 - Marquis Mimoyecques (3.23)*
28 June 1944 - Wizernes (3.08)*
30 June 1944 - Villers Bocage (4.31)*
1 July 1944 - Oisemont (3.34)*
5 July 1944 - St.Martin L'Hortier (3.27)
6 July 1944 - Croixdale (3.39)*
9 July 1944 - Les Cartelliers (4.15)*
15 July 1944 - Nucourt (3.55)
18 July 1944 - Caen H.2 (4.21)*
20 July 1944 - Bottrop (4.44)
23 July 1944 - Kiel (5.08)
24 July 1944 - Stuttgart (8.00)
28 July 1944 - Foret de Nieppe (3.38)*
30 July 1944 - Battle area (4.23)*

11 August 1944 - Somain (3.53)*
12 August 1944 - Russelsheim (6.21)
14 August 1944 - TRACTABLE 21A (3.44)
15 August 1944 - Tirlmont (4.19)
18 August 1944 - Sterkrade (4.37)
3 September 1944 - Venlo (4.18)*
15 September 1944 - Kiel (5.48)
17 September 1944 - Boulogne (3.35)*
25 September 1944 - Calais (3.38)*
27 September 1944 - Calais (3.28)*

Flying Officer Munn has carried out 38 operations totally 164.12 hours flying including those against such well know targets as Kiel, Stuttgart, Russelsheim, etc.

He has accomplished with outstanding success a large number of navigational tasks and his continuous skill and accuracy have ensured that his aircraft has completed in accurate accord with orders, successful journeys to many different targets. Even tempered and cool during the most difficult tasks, Flying Officer Munn's quiet and confident manner have contributed much towards the high morale of his crew.

It is recommended that his fine operational record should be recognized by the award of the Distinguished Flying Cross.

Notes: He flew an estimated 300 hours as crew in No.4 (BR) Squadron Stranraers. His duties there were described as "Repairs seaplanes and flying boats. Carpentry" and assessed on 7 November 1940 as "A very keen and conscientious NCO; has a good general knowledge of his trade."

Application for operational wing (28 November 1944) gives sorties as 38 (28 April to 27 September 1944) and operational hours as 182.15.

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MUNRO, S/L George Robert (C3374) - **Mention in Despatches** - Skipton-on-Swale (AFRO gives unit as No.63 Base) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Home in Stratford, Ontario; enlisted in Hamilton 9 December 1940 in Administration Branch. Granted rank of Flying Officer, 18 January 1941. To "Y" Depot, 31 January 1941. Posted overseas, 8 February 1942. Promoted Flight Lieutenant, 2 March 1943. Promoted Squadron Leader, 7 March 1944. Repatriated 28 February 1945. To No.1 Air Command, 13 March 1945. To No.4 Release Centre, 20 May 1945; retired 25 May 1945. Living in Kitchener as of 1950. DHist file 181.009 D.1762 (RG.24 Vol.20609) has

recommendation sent to No.63 Base HQ, 20 August 1944 stating he had served 13 months in Canada, five months in Africa, 26 months in UK. RCAF photo PL-3386 taken 24 April 1941 shows him. RCAF photo PL-26815 (ex UK-7532 dated 25 January 1944) taken during post-raid interrogation- W/C C.B. Sinton is questioned by F/L George Munro (Stratford, Ontario, intelligence officer); at left is F/L D.W. Simpson, DFC (Islington).

Squadron Leader George Robert Munro has served as Senior Intelligence Officer at this station for the past six months. He has been largely instrumental in organizing his Section and bringing it to a high standard of efficiency. He has worked tirelessly and without stint and has at all times set a splendid example to his Section and the Station.

MUNRO, S/L George Robert (C3374) - **Mention in Despatches** - No.6 Group Headquarters - 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.

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MUNRO, P/O James Francis (J17499) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 13 July 1943 and AFRO 1724/43 dated 27 August 1943. Born 3 May 1923 in Detroit. Home in Fitzroy Harbour, Ontario; farm hand from 1937 to 1940. Enlisted in Ottawa, 21 May 1941. At No.1 Manning Depot, 21 May to 9 June 1941; No.6 BGS, Mountain View (guard duty), 10 June to 7 August 1941; at No.5 ITS, Belleville, 7 August to 26 September 1941 (promoted LAC on the 21st or 24th); at No.12 EFTS, Goderich, 26 September to 19 November 1941 (another card says he graduated 21 November 1941); at No.5 SFTS, Brantford, 24 November 1941 to 14 March 1942 (graduated as pilot on 13 March 1942; promoted Sergeant 14 March 1942). At "Y" Depot, Halifax, 28 March to 3 May 1942. On strength of No.3 PRC, Bournemouth, 12 May to 23 June 1942. Attended No.12 AFU, Grantham, Lincolnshire, 24 June to 13 July 1942. On course at No.13 Beam Approach Training Flight, Coningsby, Lincolnshire, 13 July to 30 July 1942; again at No.12 AFU, 30 July to 18 August 1942. At No.16 OTU, Upper Heyford, 18 August to 31 August 1942; at No.16 OTU, Hinton-on-the-Hedges, 31 August to 13 September 1942; at No.16 OTU, Upper Heyford again, 13 September to 21 November 1942. To No.1660 Conversion Flight, Swinderby, Lincolnshire, 21 November to 23 December 1942. To No.97 Squadron, 23 December 1942, operating with that unit from Woodhall Spa, Lincolnshire to 14 April 1943 and Bourne, Cambridgeshire thereafter. Commissioned 3 April 1943. Promoted Flight Lieutenant, 19 August 1943. Killed in action with No.97 Squadron, 22 November 1943 (Lancaster J/97, JB227 on 57th operation). Medal presented by Governor General, 27 June 1945. Public Record Office Air 2/8964 indicates citation drafted when he had flown 25 sorties (156 hours).

This officer has displayed a high standard of determination and efficiency during numerous operational missions. Many of these have been completed in the face

of intense opposition over such targets as Essen, Spezia and Milan. In pressing home his attacks during these sorties Pilot Officer Munro has invariably displayed outstanding gallantry and devotion to duty which have been a fine example to his squadron.

Information from his family sent to transcriber included a list of the aircraft he had flown. He mentioned the Fleet Finch (EFTS, 62 hours), Anson III and III (SFTS, first solo on type on 26 November 1941), Oxford I and II, Wellington IC and III, Manchester I and II, plus Lancaster I, IA and III.

Evidently copied from his logbooks was a list of sorties as follows:

27 October 1942: Wellington 672 K - Nickel to Nantes and St. Nazaire (OTU)

14 January 1943: GARDENING, Gironde River, 4 x 1,500-lb mines, Lancaster E/97, ED425 - crew Wellington Hill (rear gunner, later DFC), F/O Art Spencer (navigator, later DFC), Suswain (bomb aimer, DFM), Sergeant "Snowy" Nevard (WOP), FS Ron Bennett (MUG, later DFM), Sergeant Harry Townsley (Flight Engineer), hereafter called "Regular Crew".

27 January 1943: Dusseldorf, 1 x 1,400, 12 x SBC, Lancaster W/97, R5559, same crew as above.

31 January 1943: Hamburg, 1 x 4,000, 12 x SBC, Lancaster Q/97, same crew; hit six times.

2 February 1943: Cologne, same load, aircraft and crew as above; returned early on three engines, turrets unserviceable.

3 February 1943: Hamburg, same load and crew as above; Lancaster V/97, R5889; early return with engine trouble.

13 February 1943: Lorient, 14 SBCs, Lancaster Q/97, R5915, F/Os Kirkwood and Hackett in crew (not sure who replacing). Obtained Target Token

14 February 1943: Milan, 14 SBCs, Lancaster Q/97, R5915, Sergeant Dillon replacing Hill as R/G.

Obtained Target Token.

18 February 1943: Wilhelmshaven, 1 x 4,000, 12 x SBC, Lancaster P/97, R5552, Dillon replacing Hill as R/G.

25 February 1943: Nuremberg; aircraft, load as above (90 x 4); regular crew.

26 February 1943: Cologne; load as above; Lancaster Q/97, R5915; regular crew; three engines.

28 February 1943: St. Nazaire; load as above; Lancaster P/97; R5552; regular crew; obtained Target Token. Hit in starboard inner engine. Pranged. See **Lancaster at War (1)**, page 126.

1 March 1943: Berlin, 1 x 4,000, ten SBC (90 x 4), Lancaster Q/97, R5915; regular crew.

3 March 1943: Hamburg, 1 x 4,000, 8 x SBC (8 x 30), aircraft as above; regular crew.

5 March 1943: Essen, 1 x 4,000, 12 x SBC (90 x 4), aircraft as above, regular crew. Pranged.

8 March 1943: Nuremberg, 1 x 4,000, 12 x SBC (8 x 30); aircraft as above; regular crew; early return with engine fire.

9 March 1943: Munich, load as above; Lancaster W/97, W4200; regular crew.

26 March 1943: Duisberg, 1 x 4,000, 12 SBC (90 x 4), Lancaster T/97; regular crew; Engineer injured.

27 March 1943: Berlin, 1 x 4,000, 12 SBC (8 x 30); Lancaster W/97, W4200; regular crew. Early return when port inner engine failed.

29 March 1943: Berlin, load as above; Lancaster O/97, ED323; regular crew.

3 April 1943: Essen, 1 x 8,000, Lancaster S/97, R5609; regular crew.

4 April 1943: Kiel, 1 x 4,000, 12 SBC (8 x 30), Lancaster K/97, R5915, regular crew.

8 April 1943: Duisburg, 1 x 4,000, 12 SBC (90 x 4), Lancaster O/97, ED323, regular crew.

10 April 1943: Frankfurt, 1 x 4,000, 12 SBC (8 x 30), Lancaster O/97, ED323, regular crew.

13 April 1943: Spezia (Italy), 4 x 1,000, 5 x SBS (90 x 4), aircraft as above, regular crew.

4 May 1943: Dortmund (PFF), 1 x 1,000, 4 x 1,000, 6 x 500, 2 x 250; Lancaster T, ED870, regular crew.

23 May 1943: Dortmund (PFF), 1 x 4,000, 4 x 1,000, five TI Green, Lancaster J/97, ED928, regular crew.

25 May 1943: Dusseldorf (PFF), load and aircraft as above, regular crew. Attacked by Junkers 88.

29 May 1943: Wuppertal (PFF), 1 x 4,000, 12 SBC (90 x 4), aircraft as above, regular crew.

11 June 1943: Dusseldorf (PFF), 1 x 4,000, 4 x 1,000, four TI Green, one TI Yellow, aircraft as above, regular crew. Reported 830 aircraft assigned and 43 missing.

12 June 1943: Bochum (PFF), 1 x 4,000, 4 x 1,000, four TI Green, aircraft as above; regular crew.

20 June 1943: Friedrichshafen (PFF, Scampton to Maison Blanche), 2 x 500, eight SBC (flares), Lancaster A/97, ED868; regular crew.

23 June 1943: Spezia (PFF), Maison Blanche to Scampton, 8 x 500, six SBC (flares), aircraft as above; regular crew.

28 June 1943: Cologne (PFF), 1 x 4,000, 6 x 1,000, 4 x 250, TI Green, Lancaster J/97, ED938, regular crew. Noted that 565 aircraft took part and 25 missing.

3 July 1943: Cologne (PFF), 1 x 4,000, Lancaster K/97, regular crew.

27 July 1943: Hamburg (PFF), 1 x 4,000, 4 x 1,000, Lancaster J/97, ED938, regular crew; reported 783 aircraft taking part; 18 lost.

29 July 1943: Hamburg (PFF), 1 x 4,000, 3 x 1,000, four TIs; aircraft as above; Townsley replaced on this trip by a Sergeant Pratt as flight engineer.

30 July 1943: Remscheid (PFF): 1 x 4,000, 3 x 1,000, 4 x 250 TI, 4 x 500; aircraft as above; Townsley (flight engineer) and Nevard (WOP) replaced by F/O Chalmers DFC and Sergeant Anderson.

2 August 1943: Hamburg (PFF), 1 x 4,000, 3 x 1,000, 5 x 250 TI; aircraft as above; Townsley (flight engineer) and Nevard (WOP) replaced by Sergeants Winters and Wrigley; reported 759 aircraft taking part, 30 missing.

7 August 1943: Milan (PFF), 1 x 4,000, 4 x 250 TI; aircraft as above; F/O Ginger Swetman DFM is flight engineer; F/O Riches and Sergeant Wrigley in crew, not sure who they are replacing. Two bombers lost on mission.

9 August 1943: Ludwigshafen (PFF); 1 x 4,000, 12 x 500; may have bombed Mannheim instead; aircraft as above; crew included F/L Chambers, P/O Spencer, Suswain (bomb aimer), Swetman DFM (flight engineer), F/O Lee-White DFC, FS Wesley Hill (rear gunner), Sergeant Ron Bennett (MUG).

12 August 1943: Milan (PFF), 1 x 4,000, 3 x 500, 4 x 250 TI, aircraft as above; crew included Chambers, Lee-White, Swetman; reported six aircraft lost (this was actually a rehearsal for Peenemunde).

17 August 1943: Peenemunde (PFF), 1 x 4,000, 5 x 500, 7 x 250 TI - aircraft as above; crew included PO Spencer DFC, Suswain DFM, Swetman DFM, and a Sergeant Underwood. Reported 41 aircraft missing.

23 August 1943: Berlin (PFF), 1 x 4,000, 3 x 1,000, 5 x 250 TI; aircraft as above; crew included a F/O Cameron, FS Ron Bennett, WO2 Wes Hill; reported 58 aircraft missing.

27 August 1943: Nuremberg (PFF), aircraft as above. Sergeant Evans in crew.

30 August 1943: Munchen-Gladback (PFF), aircraft as above; crew included P/O Art Spencer (navigator), Suswain as bomb aimer, Ginger Swetman as rear gunner, WO Wes Hill (rear gunner), Sergeant Ron Bennett (MUG), FS "Gremlin" Underwood (WOP).

31 August 1943: Berlin (PFF), aircraft as above, crew as above.

3 September 1943: Berlin (PFF), aircraft as above, crew as above (last op for Spencer)

2 October 1943: Munich - aircraft X/97, JB299; crew includes a F/O Easson and WO Parker (not sure their crew positions).

4 October 1943: Frankfurt - aircraft X/97, ED953 (contradiction here between sorties of 2 and 4 October 1943). Crew included P/O E.E.A. Ossler DFM as bomb aimer and FS J.E. Moriarty as navigator (both borrowed from crew of "Bud Findlay"). Had engine trouble and bombed Abbeville.

7 October 1943: Stuttgart, aircraft Lancaster J/97, JB227 - S/L Allport DFC was along; F/L Peter Burbridge was bomb aimer (and remained to end of tour).

8 October 1943: Hanover, aircraft as above; F/L Chambers in crew (replacing who ?)

22 October 1943: Kassel, aircraft as above; P/O Burt and WO Daniels DFM in crew (only appearance).

10 November 1943: Modane (PFF), aircraft as above, 6 x 1,000, 8 x 250 TI Reds; F/L Jim Silk DFM is navigator.

17 November 1943: Mannheim (PFF), aircraft as above; 1 x 4,000, 3 x 1,000, 4 x 250 TI Reds; blind marking.

18 November 1943: Berlin (PFF), aircraft as above; load as above; blind marking.

22 November 1943: Berlin. Aircraft as above. Missing. Crew consisted of F/L J.F. Munro, DFC (pilot, killed), F/L Frank Parker. Burbridge (bomb aimer, killed), FS William George Waller (flight engineer, killed), F/L Arthur James Wyndham Silk, DFM (navigator, killed), WO Wellington Hill, DFM (rear gunner, member of crew throughout tour, killed in action), FS K.S. "Ron" Bennett DFM (mid-upper gunner, member of crew throughout tour, survived), FS J.M. Underwood (WOP, survived).

Further notes on training:

At No.5 ITS, placed 121st in a class of 224. Described as "Good, clear thinking, splendid initiative and good all round type."

At No.12 EFTS he flew Finches (32.40 dual, 30.40 solo of which 11.05 was instrument flying

plus 10.30 in Link. Assessed in flying training as follows: "Works hard, learns readily. General flying good; instrument flying and aerobatics average." In ground school described as follows: "An average student in flying and ground school. He tries hard but is apt to give up rather easily when he comes up against anything difficult. Conduct satisfactory." Placed 11th in a class of 34. He ground-looped Finch 4693 on 31 October 1941, breaking airscrew and top main plane - sudden application of brakes to avoid another aircraft.

At No.5 SFTS he flew Ansons (47.40 day dual, 60.20 day solo, 7.45 night dual, 10.20 night solo, with 28.40 of this flown on instruments; also 25 hours in Link and 9.15 as passenger. Air training assessment read: "Progress has been passable but definitely on the slow side. Displays signs of nervousness and needs a general check from time to time." In ground school described as "Slightly below average as a student. Lacks initiative and to certain extent ambition."

At No.12 (P) AFU, flying "Miscellaneous aircraft" (80.20 day dual, 91.00 day solo, 7.45 night dual, 10.20 night solo, of which 38.45 was instrument flying) plus Oxford aircraft (25.10 day dual, 51.30 day solo, 4.35 night dual, 1.50 night solo. He also spent 41 hours in Link. Described as "An above average pilot who is keen and intelligent. Would make a very good captain of an aircraft and is recommended as suitable for a commission."

At No.16 OTU, flew Wellingtons (11.40 day dual, 27.25 day solo, 6.05 night dual, 23.55 night as first pilot, 6.20 night as second pilot; two hours on instruments; 21 hours in Link. Described as follows: "A keen, steady and intelligent pilot. Has a good crew which he Captains exceptionally well. On his final test at this unit it was quite a pleasure to fly with him. Is of good operational standard already and has completed one Nickel raid. Recommended for heavy bombers. Recommended for a commission (W/C G. Lowe, Chief Instructor, 12 November 1942).

At No.1660 Conversion Unit he flew Manchesters (4.50 day dual, 8.30 day solo) and Lancasters (2.25 day dual, 8.25 day captain, 1.00 night dual, 7.05 night captain). Described as "Above average. No noticeable faults - steady and has initiative". Others in the crew included navigator Sergeant Spencer (who flew nine Gee hours), air bomber Suswain (who dropped 38 bombs by day and eight by night; also fired 800 rounds), WOP/AG Sergeant Nevard (who fired 400 rounds), Mid-Upper Gunner Sergeant Bennett (who fired 800 rounds) and Rear Gunner Hill (who fired 1,200 rounds). Whole crew assessed as "A very good average crew" (W/C H.J. Oxley).

The website "Lost Bombers" gives the following on his last sortie. Lancaster JB227, No.97 Squadron (OF-J), target Berlin, 22/23 November 1943. JB227 was delivered to No.97 Squadron from No.32 Maintenance Unit, 20 September 1943. It had previously attacked Berlin, 18/19 November 1943. When lost this aircraft had a total of 84 hours. It was one of two No.97 Squadron Lancasters lost on this operation (the other was JB238). Airborne at 1705 hours, 22 November 1943 from Bourn. Crew (all killed) were F/L J.F.Munro, DFC, RCAF; Flight Sergeant W.G.Waller; F/L A.J.W.Silk, DFM; F/L F.P.Burbridge, DFC; Flight Sergeant J.N.Underwood; Flight Sergeant R.S.Bennett, DFM ; WO1 W.Hill, DFM, RCAF.

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MUNRO, F/L Lorne Earle (J29516) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 15 August 1912 in Mountain Township, Dundas County, Ontario; home in Brantford, Ontario, where he was educated, 1921-1929.. Worked at various jobs, 1933 to 1940 including clerk for Bell Telephone (1929-1933, laid off), and salesman (February to July 1942); enlisted in London, Ontario, 28 July 1942; to No.1 Manning Depot, 10 August 1942. To No.13 Explosives Depot, Angus, Ontario, 27 September 1942. To No.1 SFTS, Camp Borden, 12 October 1942. To No.1 ITS, Toronto, 9 January 1943; graduated and promoted LAC, 19 March 1943; to No.5 AOS, Winnipeg, 4 April 1943; graduated and commissioned, 20 August 1943. To "Y" Depot, Halifax, 4 September 1943. Embarked from Halifax, 13 September 1943. Disembarked in United Kingdom, 19 September 1943. Posted to No.3 PRC, Bournemouth until 9 June 1943 when posted to No.9 (O) AFU. Attached to No.83 OTU, 19-25 January 1944. Posted from No.9 (PO) AFU to No,83 OTU, 25 January 1944. To No.11 Base, 30 April 1944. To No.300 Squadron, 1 July 1944. To No.100 Squadron, 8 September 1944. To No.156 Squadron, 13 September 1944. Killed in action 31 March 1945 (Lancaster PB517) during daylight sortie to Hamburg. Medal presented to his mother at Governor House, 7 November 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9070 has recommendation dated 18 February 1945 when he had flown 33 sorties (173 hours 50 minutes), 20 July 1944 to 7 February 1945.

20 July 1944 - Courtrai
25 July 1944 - Stuttgart
28 July 1944 - Stuttgart
3 August 1944 - Chantilly
4 August 1944 - Pauillac
7 August 1944 - Caen
10 August 1944 - Paris
11 August 1944 - Fontaine le Pin
16 August 1944 - Stettin
25 August 1944 - Russelheim
29 August 1944 - Stettin
30 September 1944 - Bottrop
6 October 1944 - Sterkrade
7 October 1944 - Cleve
14 October 1944 - Hamborn
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
23 October 1944 - Essen

25 October 1944 - Essen
28 October 1944 - Cologne
20 November 1944 - Colbenz
21 November 1944 - Ascheffenburg
27 November 1944 - Freiburg
29 November 1944 - Essen
30 November 1944 - Duisburg
4 December 1944 - Karlsruhe
6 December 1944 - Osnabruck
21 December 1944 - Bonn
16 January 1945 - Zeitz
22 January 1945 - Hamborn
1 February 1945 - Mainz
7 February 1945 - Goch

Flight Lieutenant Munro has completed 33 operational sorties, the majority of which have been on German targets; 22 of these have been with the Pathfinder Force.

This officer is a reliable and efficient navigator and has always maintained a high standard in his operational work. He is keen and determined and his zest for operational work is worthy of high praise.

He has shown loyalty and devotion to duty of a high order and I recommend him for the award of the Distinguished Flying Cross.

Notes on training: At No.1 ITS he was immediately placed in a Specialist Navigator course and took the following courses with marks noted: Mathematics (93/100), Armament (82/100), Signals (133/150), Navigation (140/150), Airmanship, Theory of Flight and Engines (98/100), Drill (92/100), Law and Discipline (92/100), Meteorology (46/50), Aircraft Recognition (97/100), Anti-Gas (43/50). Placed first in a class of 22. Described as "an outstanding airman in sports as well as academics. Can be relied upon to the utmost. This airman is entitled to the highest of recommendations."

At No.5 AOS he was on Ansons (30.45 by day as first navigator, 25.40 by night as first navigator, 31.40 by day as second navigator, 8.55 by night as second navigator plus 2.20 as passenger). Courses and marks as follows: **Ground School:** Air Navigation, Elements (158/200), Air Navigation, Theory (148/200), Air Navigation Exercises (143/200), Meteorology (81/100), Signals, Practical (93/100), Aircraft Recognition (48/50), Reconnaissance (46/50), Photography (47/50), Armament (36/50). **Air Work:** Air Navigation, Day (286/350), Air Navigation, Night (170/200), Log Keeping (166/200), Reconnaissance (78/100), Photography (81/100), Met Observations (49/50). Assesses in "Qualities of Character and Leadership" (84/100). Suitable for either instructional duties or specialist navigation course. Described as

“An outstanding trainee in all respects. Air and ground work very high.”

At No.9 (O) AFU he flew in Ansons (30.35 as first navigator by day, 5.55 as second navigator by day, 1705 as first navigator by night. Courses and marks as follows: **Ground Work:** Air navigation Exercises (158/250), Air Navigation, Test (182/250), Signals (131/150), Aircraft Recognition (43/50), did not take courses in Reconnaissance or Photography; **Air Work:** Air Navigation, Day (294/350), Air Navigation, Night (223/250), Air Navigation, Map Reading (assessed as “confident”). Character and Leadership assessed as 75/100. Described as “Good steady and reliable worker. Liable at times to be slow. Keen in the work and should cope well. Good at discipline himself but was not good as Class Leader.”

The website “Lost Bombers” offers the following on his last sortie. Lancaster PB517, No.156 Squadron (GT-O), target Hamburg, 31 March 1945. PB517 was delivered to No.156 Squadron from No.7 Squadron in September 1944. No operational history traced. It was one of two No.156 Squadron Lancasters lost on this operation; the other was PB468. Airborne at 0647 hours from Upwood to mark the Blohm and Voss shipbuilding yards. Crashed, either on moorland 15 km NW from Rotenberg (Wumme), or near Stemmen, 15 km NE of Rotenberg. Crew were F/L A.C.Pope, DFC; F/O G.A.J.Morrison; F/L L.E.Munro, DFC, RCAF; P/O E.H.Marlow (second navigator); F/O T.M.McCabe; Flight Sergeant K.Antcliffe; P/O I.W.Kelly, RCAF; P/O R.C.Fletcher, RCAF.

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MUNSIE, FS Lewis Smith (R88247) - **British Empire Medal** - Linton-on-Ouse (identified in AFRO only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 19 October 1910 in Pictou, Nova Scotia; home there. Machine Shop hand, 1930-31; Painter, 1932-1937; Salesman, 1937-1938; Painter, 1938 to joining RCAF. Enlisted in Halifax, 26 March 1941 as Armourer and posted to No.1 Manning Depot. To Air Armament School, 25 April 1941. Promoted AC1, 21 July 1941; posted next day to No.4 Repair Depot; to Air Armament School again, 8 August 1941. Attended Gunnery Instructor Course, 11 August to 13 September 1941. Promoted Corporal, 13 September 1941. Attended course as Anti-Gas Instructor, 15-20 September 1941. To “Y” Depot, 22 September 1944. Promoted Sergeant, 1 March 1942. Promoted Flight Sergeant, 1 October 1943. Embarked from Canada, 4 October 1944. Disembarked in Britain, 10 October 1944. To No.62 Base, 20 December 1944. Repatriated by air, 18 June 1945; to No.8 OTU for Tiger Force training, 14 June 1945; to Greenwood, 31 July 1945. To Release Centre, 6 September 1945; released 10 September 1945. Medal presented 16 April 1948. Died 3 January 1989 in Pictou, Nova Scotia as per Royal Canadian Legion “Last Post” website and **Legion Magazine** of April 1989. No citation in AFRO; DHist file 181.009 D.1725 (RG.24 Vol.20607) has recommendation dated 3 May 1945 when he had been 3½ years in Canada, seven months in UK. He was NCO in charge of Bomb Dump. See also Roth, MBE.

On the morning of Thursday, 8th March 1945, a 500-pound bomb, fitted with a

six-hour delay fuse, was discovered in the bomb dump at this unit, with the ampoule broken and the bomb fused. The bomb had been removed the previous night from a non-starter aircraft and was resting in a bay next to a 1,000-pound fused bomb with a long delay pistol. In the adjoining bays were 168,000 pounds of normally fused bombs, as well as a large quantity of unfused bombs.

No one knew just when or how the ampoule was broken and consequently the bomb dump area was immediately evacuated, except for the Base and Station Armament Officers, Flight Sergeant Munsie, and one other senior NCO Armourer. It was decided to remove the bomb with the broken ampoule and Flight Sergeant Munsie and the other Senior NCO proceeded to collect demolition equipment in preparation to demolish the bomb. The bomb was removed to the rear entrance of the bomb dump, where the Station Armament Officer, Flight Sergeant Munsie and the other senior NCO assisted in making a hole in the barbed wire fence surrounding the aircraft dispersal, so that the bomb could be towed into a field, the demolition charges placed, and the bomb destroyed. Outstanding courage and devotion to duty were displayed by Flight Sergeant Munsie during this undertaking and his coolness and efficiency throughout the incident have set an outstanding example to all ranks. He is strongly recommended for the award of the British Empire Medal.

Notes: At Gunnery Instructor Course, 11 August to 13 September 1941 he was graded as follows: Progress Tests (108/150), Written Tests (64/100), Lecture Tests (70/100), Oral Tests (65/100) and Range Tests (38/50). Flew nine hours 25 minutes as passenger in Fairey Battle. "He has completed No.5 Gunnery Instructors Course, finishing 9th in a class of 18. The results he obtained are disappointing and he should have done better. He has average instructional ability and with more experience will become a fairly good instructor. He is not suitable for employment at an advanced unit such as a Bombing and Gunnery School." (F/L G.W. Erichsen, 13 September 1941).

Anti-Gas Instructor course, graded as follows: Respirator Drill (66/100), Lecture (70/100), Written Work (65/100), Oral (64/100). "He has completed No.8 Anti-Gas Instructors Course (Airmen), finishing 11th in a class of 16. He has a fair knowledge of Anti-Gas training and with more experience he should make an average instructor." (F/L G.W. Erichsen, 20 September 1941).

Assessed at "Y" Depot, 6 September 1943 - "Qualified Gunnery Instructor, has specialized on this station as Gas Defence Instructor for the past year, doing an excellent job." S/L G.S. Harrower).

Attended No.1 Ground Instructor's School, Rockcliffe, 6-18 December 1943. Graded in Techniques of Instruction (80/100) and Practice Lecturing (300/400). Placed 14th in a class of 27.

Attended a refresher Armament Course, Mountain View, 26 June to 10 July 1944. "This NCO has been handicapped by a lack of experience of armament through a long stay at 'Y' Depot. He was extremely interested and tried hard but was unable to cope with the work on the course. He definitely needs more practical experience,," (F/O A.B. Hamilton).

Assessed 13 February 1945 - "Good leader and organizer. Newly arrived from Canada and is grasping new work rapidly." (F/L G.R. Hiam).

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MURCHIE, F/L Burton Durrell (J15366) - **Distinguished Flying Cross** - No.175 Squadron - Award effective 6 November 1942 as per **London Gazette** dated 24 November 1942 and AFRO 1962/42 dated 4 December 1942. Born St. Stephen, New Brunswick, 14 October 1920; home in Colchester, Essex, New Brunswick. Educated in Fredericton; enlisted in Moncton, 13 August 1940 and posted to No.2 Manning Depot. To No.7 Equipment Depot, 9 October 1940. To No.2 ITS, 23 October 1940; graduated and promoted LAC, 27 November 1940 when posted to No.7 EFTS; graduated 16 January 1941 when posted to No.6 SFTS; graduated and promoted Sergeant, 29 March 1941. To RAF Trainee Pool, 19 April 1941. To No.58 OTU, 12 May 1941. To No.402 Squadron, 23 June 1941. To No.175 Squadron, 5 March 1942. Commissioned 1 May 1942. Promoted Flight Lieutenant, 1 November 1942. To RCAF Overseas Headquarters, 28 June 1943. Attached to Central Gunnery School, 30 June to 4 August 1943. To Canada, 29 August 1943, arriving 3 September 1943. Attended No.1 Flying Instructor School, 17 November to 22 December 1943. Appears to have been employed in Composite Visiting Flight, Central Flying School. Promoted Squadron Leader, 1 October 1944. Attended Special Armament Course, 19 February to 29 October 1945. Released 2 November 1945. Rejoined RCAF in Winnipeg, 11 September 1946 (21567) in Armament trade, reverting to WO2. Initially with No.2 Air Command Armament Unit. To Station Namao, 26 March 1947 for service with Winter Experimental Establishment. To Air Armament School, Trenton, 30 August 1947. To WEE, Edmonton, 9 December 1947. Promoted WO1, 1 October 1948. To Gimli, 22 May 1949. To WEE, Edmonton, 28 August 1949. To Station Clinton, 2 October 1950. Commissioned as Flying Officer, 1 January 1951. To Air Defence Command Headquarters, St. Hubert, 28 April 1951. To No.1 (Fighter) Wing, United Kingdom, 1 October 1951. Promoted Flight Lieutenant, 1 January 1953. To AFHQ, 16 October 1954. Promoted Squadron Leader, 1 January 1958. To RCAF Staff College, 31 August 1959. To AFHQ, 26 June 1960. To Canadian Joint Staff, Washinton, 18 July 1965. Retired to Richmond, British Columbia, 17 February 1970. Died in San Marcos, California, 8 December 1991 as per **Airforce Magazine**, issue of April-May-June 1992. Photo PL-15708 taken after investiture at Buckingham Palace. PL-15710 with his wife.

This officer has participated in numerous sorties including many low level attacks on shipping and land targets. His keenness to engage the enemy has been outstanding and he has invariably pressed home his attacks with the utmost vigour. By his excellent leadership and high skill Flight Lieutenant Murchie has won the entire confidence of his flight.

Note: The application for Operational Wing was dated 1 February 1944 and listed the following sorties:

No.402 Squadron (Hurricanes)

5 July 1941 - convoy patrol (1.40)
6 July 1941 - Convoy Patrol (1.15)
6 July 1941 - Convoy Patrol (1.25)
6 July 1941 - Convoy Patrol (1.15)
8 July 1941 - Convoy Patrol (1.30)
8 July 1941 - Convoy Patrol (1.45)
11 July 1941 - Patrol, Mull of Kintire (1.30)
28 August 1941 - Escort sweep (2.00)
7 September 1941 - Convoy Patrol (1.10)
8 September 1941 - Convoy Patrol (1.10)
8 September 1941 - Convoy Patrol (1.05)
10 September 1941 - Convoy Patrol (1.00)
11 September 1941 - Convoy Patrol (1.15)
12 September 1941 - Convoy Patrol (1.10)
13 September 1941 - Convoy Patrol (1.10)
13 September 1941 - Convoy Patrol (1.15)
13 September 1941 - Convoy Patrol (1.05)
14 September 1941 - Convoy Patrol (1.05)
15 September 1941 - Convoy Patrol (1.05)
16 September 1941 - Convoy Patrol (1.30)
17 September 1941 - Convoy Patrol (1.05)
17 September 1941 - Sweep (1.50, escort bombers)
17 September 1941 - Escort ASR aircraft, sea search (1.20)
18 September 1941 - Sweep (1.35, escort bombers)
19 September 1941 - Escort convoy (1.15)
21 September 1941 - sweep (1.35, escort bombers)
26 September 1941 - Convoy Patrol (1.00)
4 November 1941 - Convoy Patrol (1.35)
25 November 1941 - Dive bombing aerodrome, Morlaix (1.20)
4 December 1941 - Convoy Patrol (1.20)
28 December 1941 - Scramble (25 minutes)
1 January 1942 - Convoy Patrol (1.05)
10 February 1942 - attack ships, Channel Islands (1.10)
16 February 1942 - attack ships, De Batz Islands (2.10)
28 February 1942 - Convoy Patrol (2.05)

No.175 Squadron

10 April 1942 - Scramble (50 minutes, mid-Channel)
18 April 1942 - Convoy Patrol (1.35)
20 April 1942 - Dive bombing aerodrome, Cherbourg (1.05)
25 April 1942 - Escort ASR, sea search (1.25)
26 April 1942 - Convoy Patrol (1.40)
26 April 1942 - Convoy Patrol (1.25)
28 April 1942 - Patrol Ile of Wight (1.15)
30 April 1942 - attack ships, Sept Isles (1.40)
30 April 1942 - High Cover (1.20)
4 May 1942 - Scramble, enemy aircraft (45 minutes)
6 May 1942 - Convoy Patrol (1.15)
8 May 1942 - Coastal Patrol (1.15)
8 May 1942 - Scramble, mid-Channel (1.10)
9 May 1942 - Convoy Patrol (2.00)
15 May 1942 - Attack ships, Cherbourg (1.10)
18 May 1942 - Convoy Patrol (1.45)
18 May 1942 - Convoy Patrol (1.35)
24 May 1942 - Sea search for German dinghy (1.10)
24 May 1942 - ditto (45 minutes)
26 May 1942 - Patrol, destroyer (1.15)
30 May 1942 - Scramble (45 minutes)
1 June 1942 - Scramble (1.00, mid-Channel, 27,000 feet)
2 June 1942 - Attack ships, Ouessant Isle (1.05)
5 June 1942 - Sweep, high cover, mid-Channel (1.25)
6 June 1942 - Dive bombing aerodrome, Cherbourg (1.25)
8 June 1942 - Convoy Patrol (1.35)
23 June 1942 - Scramble, Portland Bill (30 minutes)
23 June 1942 - Convoy Patrol (2.05)
25 June 1942 - Ship attack, Ouessant Isle (1.25)
26 June 1942 - Scramble (50 minutes, mid-Channel)
16 July 1942 - Attack ships, Alderney (1.10)
18 July 1942 - ditto (1.00)
23 July 1942 - Shipping recce, Alderney, night (1.25)
28 July 1942 - Convoy Patrol (1.10)
30 July 1942 - Shipping recce, Guernsey, night (1.20)
30 July 1942 - Attack ships, De Batz Isles (1.30)
30 July 1942 - ditto (1.35)
5 August 1942 - Sweep (1.10)
6 August 1942 - Shipping attack, Sept Isles (1.30)
19 August 1942 - Bombing Dieppe (1.45)
19 August 1942 - ditto (1.05)
24 September 1942 - shipping recce, Guernsey, night (1.15)

29 September 1942 - shipping recce, Guernsey (25 minutes, recalled)
2 October 1942 - Escort boats (1.50)
3 October 1942 - ditto (1.30)
15 October 1942 - Attack boats, Brehat Isles (1.35)
21 October 1942 - Convoy Patrol (1.35)
25 October 1942 - shipping recce, Sept Isles, night (1.40)
26 October 1942 - patrol cruiser (1.55)
26 October 1942 - Shipping recce, Sept Isles, night (50 minutes)
28 October 1942 - Attacking ships, Trieux River (1.25)
8 November 1942 - Convoy Patrol (2.20)
8 November 1942 - Escort ASR aircraft, sea search (1.50)
11 November 1942 - Convoy Patrol (1.40)
17 November 1942 - Shipping recce, Sept Isles, night (50 minutes)
18 November 1942 - Convoy Patrol (1.50)
18 November 1942 - Convoy Patrol (1.25, same convoy)
22 November 1942 - Convoy Patrol (1.20)
24 November 1942 - Convoy Patrol (2.25)
27 November 1942 - Convoy Patrol (1.25)
29 November 1942 - Escort ASR aircraft, mid channel (1.25)
2 December 1942 - Convoy Patrol (2.05)
12 June 1943 - Dive bombing Abbeville aerodrome (1.20 - only Typhoon sortie)

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MURIE, WO (now P/O) Leonard Munro Thompson (R188011/J86014) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 13 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 2052/44 dated 22 September 1944. Born Brighton, Ontario, 18 February 1924; home in Coburg, Ontario (lathe operator); enlisted in Toronto, 17 August 1942. Trained at No.9 BGS (graduated 22 January 1943). Released 5 September 1945. Medal presented 19 November 1948. Rejoined RCAF, 23 February 1949 (17995); retired 18 January 1970. Died in Welland, Ontario, 1 May 1992 as per **Legion Magazine** of July 1992. RCAF photo PL-28347 (ex UK-9005 dated 14 March 1944) shows S/L D.K. Kenney, DFC, AFC (left) with his mid-upper gunner, Flight Sergeant L. "Scotty" Murie of Cobourg following raid on Le Mans.

Throughout a tour of operational duty this Warrant Officer has displayed a fine fighting spirit and by his cheerful confidence in times of stress has largely contributed to the successes attained by his crew. As mid-upper gunner, by his unceasing vigilance and skilful use of his guns, he has several times frustrated attacks on enemy fighters.

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MURPHY, F/L Clifford Edward Joseph (J20392) - **Distinguished Flying Cross** - No.428

Squadron - Award effective 3 March 1944 as per **London Gazette** dated 17 March 1944 and AFRO 766/44 dated 6 April 1944. Born in Belleville, Ontario, 25 September 1917; home there; enlisted in Toronto, 18 July 1941. To No.1 Manning Depot, 31 August 1941. To Technical Training School, 10 October 1941. To No.6 ITS, 7 December 1941; promoted LAC, 30 January 1942; to No.20 EFTS, 14 February 1942; to No.1 SFTS, 25 April 1942; graduated and commissioned, 14 August 1942. To "Y" Depot, 28 August 1942; to RAF overseas, 26 October 1942. Promoted Flying Officer, 14 February 1943; promoted Flight Lieutenant, 21 November 1943. Promoted Squadron Leader, 11 May 1944. Medal presented at Buckingham Palace 11 August 1944. RCAF photo PL-32661 (ex UK-13673) taken about time of investiture. RCAF photos PL-28106 and PL-28107 (ex UK-9021 and UK-9022, both dated 22 March 1944) show him. RCAF photo PL-43834 (ex UK-21143 dated 4 May 1945) taken as Vincent Massey inspected a parade at HCU, presented a plaque recognizing contributions to Victory Bond sales; accompanied by S/L C.E.J. Murphy, DFC of Belleville, commander of the parade. Repatriated 26 September 1945. Released 6 November 1945.

This officer has completed numerous sorties, including several attacks on the German capital. He has invariably displayed a high degree of courage and skill and his example has been worthy of emulation. In February 1944 he piloted an aircraft, one engine of which failed long before the target was reached. In spite of this, Flight Lieutenant Murphy flew on to complete his missions successfully.

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MURPHY, F/O Francis Benton (J25733) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 9 March 1916 in MacLeod, Alberta; home in Cowley, Alberta. Service station attendant, 1935; farm hand with father and on hire, 1937 to September 1940; Department of Transport aerodrome keeper, September 1940 to enlistment; enlisted in Calgary 28 May 1942 and posted to No.3 Manning Depot. To No.7 ITS, 26 September 1942; promoted LAC, 4 December 1942; to No.2 BGS, 27 December 1942; to No.7 AOS, 6 March 1943; graduated and commissioned 30 April 1943. To No.8 BGS, Mountain View, 1 May 1943. Promoted Flying Officer, 30 October 1943. To "Y" Depot, 5 November 1943. Embarked from Canada, 16 November 1943; disembarked in Britain 24 November 1943. To No.10 (Observer) AFU, 8 February 1944. To No.24 OTU, 7 March 1944. Promoted Flight Lieutenant, 30 April 1945. To No.61 Base, 25 May 1944. Attached to Dalton Battle School, 26-27 May 1944. Attached to No.1664 Conversion Unit, 27 May to 25 June 1944. To No.434 Squadron, 25 June 1944. To RCAF Overseas Headquarters, 1 May 1945. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for "Tiger Force", 31 July 1945. To Halifax, 9 September 1945. Released 15 September 1945. Medal presented 7 September 1949. Died 17 May 1989 in Pincher Creek, Alberta as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1989. Bomb aimer in F/L G.A. Ecclestone's crew (33 trips, 124 points). No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file

181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 18 March 1945 when he had flown 33 sorties (208 hours 30 minutes), 12 July 1944 to 23 February 1945. Sortie list says that on 9 October (Bochum) there were three attacks by enemy fighters. Form gives name as Francis Bennett.

Flying Officer Murphy has completed a tour of operations, the majority of which sorties were attacks against heavily defended targets including such targets as Munich and Dresden. At all times Flying Officer Murphy has displayed courage, devotion to duty and a fine offensive spirit which has served as an example to all other Bomb Aimers. His helpful guidance to new crews has contributed in large measure to the success of the squadron as a whole.

The sortie list was as follows:

12 July 1944 - Bromont (4.55)
16 August 1944 - Kiel (5.20)
18 August 1944 - Bremen (5.15)
31 August 1944 - Ile de Cezembre (5.05)
6 September 1944 - Emden (4.20)
10 September 1944 - Le Havre (4.15)
11 September 1944 - Dortmund (5.20)
12 September 1944 - Dortmund (5.10)
17 September 1944 - Boulogne (4.05)
18 September 1944 - Domburg (4.00)
19 September 1944 - Domburg (2.25, recalled)
28 September 1944 - Cap Gris Nez (4.35)
4 October 1944 - Bergen (6.40)
6 October 1944 - Dortmund (6.15)
9 October 1944 - Bochum (5.50, three attacks by enemy aircraft)
14 October 1944 - Duisburg (5.30)
15 October 1944 - Wilhelmshaven (5.20)
23 October 1944 - Essen (5.55)
25 October 1944 - Homburg (5.25)
21 November 1944 - Castrop Rauxel (6.50)
27 November - Neuss (5.25)
29 November - Duisburg (7.05)
2 December 1944 - Hagen (7.35)
4 December 1944 - Karlsruhe (7.15)
5 January 1945 - Hanover (6.10)
6 January 1945 - Hanau (6.25)
7 January 1945 - Munich (8.50)
1 February 1945 - Ludwigshaven (7.35)
2 February 1945 - Weisbaden (6.50)

4 February 1945 - Bonn (6.15)
7 February 1945 - Goch (6.45)
13 February 1945 - Dresden (9.40)
21 February 1945 - Duisburg (6.45)
23 February 1945 - Pforzheim (8.25)

Notes: Application for Operational Wing dated 5 April 1945 stated he had flown 33 sorties (208 hours ten minutes), 12 July 1944 to 24 February 1945.

Training: Attended No.7 ITS, 28 September to 4 December 1942. Graded in Mathematics (147/150), Armament (47/50), Signals (150/150), Navigation (109/150), Visual Link (33 percent), Airmanship, Theory of Flight, Engines (95/100), Drill (75/100), Law and Discipline (88/100), Meteorology (41/50), Aircraft Recognition (75/100) and Anti-Gas (46/50). Placed 39th in a class of 119. "Very sincere and conscientious. Reliable, hard working and cooperative. A very fine Airman. Cool and appears very level headed."

Attended No.2 BGS, 22 December 1942 to 6 March 1943. Bombing training on Anson (27.20 by day, 5.55 by night); gunnery training on Bolingbroke aircraft (6.45 by day) and Battle (1.00 by day). Dropped 31 bombs high level by day and 20 high level by night, 18 bombs in low level daylight. In Gunnery fired 400 rounds in Beam Test (9.5 percent hits), 800 rounds in Beam Relative Speed Test (6.1 percent hits) and 400 rounds in Under Tail Test (7.25 percent hits). Examined in Bombing, written (194/200), Bombing, oral (201/250), rated 262/400 in "Proficiency as Bomb Aimer"; examined in Gunnery, written (73/100), Gunnery, oral (69/100) and rated 153/200 in "Proficiency as Air Gunner". Also scored 36/50 in Aircraft Recognition and 48/50 in Signals. Placed first in a class of 19. "A level headed, sincere worker. Cooperative - good team spirit."

Attended No.7 AOS, 22 March to 30 April 1943. Anson aircraft - 26 hours 20 minutes by day and 12.50 by night. Graded in Navigation Air Work (77/100), Bombing Air Work (72/100), Photography Air Work (88/100), Elements of Navigation (43/50), Signals, practical (45/50), Photography (45/50), Reconnaissance (41/50) and Aircraft Recognition (60/75). Placed sixth in a class of 22. Logs described as "accurate and detailed"; his pinpointing was good. General remarks were "Capable, dependable, competent. A thoroughly reliable man. Cheerful personality."

Attended No.10 (Observer) AFU, 8 February to 6 March 1944. Anson aircraft - by day flew 5.25 on bombing and 17.55 on combined exercises; by night flew 17.55 on bombing and 11.15 on combined exercises. Dropped 12 bombs medium level and eight bombs low level. "A keen pupil, should do quite well with more experience. Requires a considerable amount of discipline drumming into him. Lacks sense of responsibility."

Attended No.20 OTU, 8 March to 15 May 1944. Flew in Anson and Whitley aircraft - 10.35 in local day bombing, 29.05 day cross country exercises, 2.05 in other day flying; 7.20 in night

local bombing, 29.10 in night cross country exercises, 3.25 in other night flying. Carried out three high level bombing exercises by day (24 bombs), five stick bombing exercises by day (ten bombs) and 13 simulated photography attacks by day. At night conducted three high level bombing exercises (24 bombs) and seven stick exercises (14 bombs) plus seven infra-red simulated attacks (four successful). Fired 400 rounds by day. Air Work rated as follows - Bombing, Day (120/150), Bombing, Night (130/150), Map Reading, Day (150/200), Map Reading, Night (140/200), Photography, Day (70/100), Photography, Night (75/100). Ground courses in Bombsights (75/100), Drill, Panel Manipulation (70/100), Map Reading in AMBT (40/50), Pyrotechnics (44/50) and Bombs (44/50). "A keen officer pupil who has put in some good work at this unit - cooperates well with his crew and with experience gained will prove a first class Air Bomber."

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MURPHY, P/O Harry Oliver (C50234) - **Air Force Cross** - No.3 OTU - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Ladner, British Columbia, 24 March 1915 (RCAF press release announcing award). Educated at Delta and Ladner. Millwright at Ocean Falls, B.C. before enlisting in Vancouver, 10 November 1941 to be Aero Engine Mechanic. To Technical Training School, 30 December 1941. To No.111 (F) Squadron, 25 March 1942. With that unit served on detached duty at Elmendorf and Umnak fields. Promoted AC1, 24 April 1942. Promoted LAC, 1 October 1942. To No.9 BGS, 31 August 1943. Promoted Corporal, 20 September 1943. On Temporary Duty at Air Engineer School, Montreal, 15-29 October 1943. To No.3 Repair Depot, 30 October 1943. To No.3 OTU, 5 November 1943. Promoted Sergeant, 11 December 1943. Reclassified as Flight Engineer, 14 December 1943. Promoted Flight Sergeant, 14 April 1944. Commissioned 1 September 1944. To "Y" Depot, 12 February 1945; embarked for United Kingdom, 26 February 1945. Promoted Flying Officer, 1 March 1945. Disembarked 5 March 1945 and taken on strength of No.3 PRC, Bournemouth. Attached to No.6 (Pilots) AFU, 24-31 March 1945. To Flight Engineer Training Unit, 25 April 1945. To No.426 Squadron, 26 June 1945. To No.17 ACHU, 12 July 1945. To Repatriation Depot, 22 July 1945. Repatriated 2 August 1945. Released 27 September 1945. Died 24 December 1990 in Nanaimo, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of April 1991. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 7) has citation. When recommended he had flown 636 hours.

Pilot Officer Murphy has completed 636 hours flying as a staff flight engineer in the conversion flight of No.3 Operational Training Unit since November 1943. Almost all of this time has been on day and night circuits with pupil pilots undergoing their first seaplane training and represents a considerable nervous strain. Pilot Officer Murphy has never flagged in his enthusiasm for this arduous duty and has set a valuable example to his fellows. The devotion to duty and ability he has shown over a long period are most commendable.

The recommendation was raised 13 December 1944 by W/C B.A. Fraser, Commanding Officer, No.3 OTU who suggested a Commendation; text as follows:

Pilot Officer Murphy has completed 636 hours flying as an NCO Flight Engineer in the Conversion Flight of No.3 Operational Training Unit since November 5th, 1943. Almost all of this time has been on day and night circuits with pupil pilots undergoing their first seaplane training and represents a considerable nervous strain. Pilot Officer Murphy has never flagged in his enthusiasm for this arduous duty and has set a valuable example to his fellows.

Training: Course as Flight Engineer was 6 September to 15 October 1943 which included some air gunner training (fired 306 rounds on 25-yard range, 600 rounds on 200 yard range and spent five hours ten minutes on turret manipulation; flew ten hours 35 minutes, fired 200 rounds air-to-ground and 1,000 rounds air-to-air). Ground school courses and marks as follows: Guns, Pyrotechnics and Ammunition, written (163/250), Guns, practical (80/100), Sighting, oral (178/250), Turrets, practical (120/200), Aircraft Recognition (158/200).

Subsequent course at School of Aeronautical Engineering, 18-30 October 1943. Tested at 72 percent in written examination, 74.5 percent in oral examination. "A reliable type of individual with a very good practical knowledge of his trade." (S/L H.E. Bishop, Chief Instructor, 4 November 1943). He had placed tenth in a class of 14.

At No.6 (Pilots) AFU he is recorded as being engineer to a Flight Sergeant Wheeler on the following occasions: 26 March 1945 (BF969, 1015-1100); 29 March 1945 (EP998, 1600-1730); 30 March 1945 (BG602, 0645-1010).

On Flight Engineer course at No.4 School of Technical Training, 27 May to 27 June 1945 before posting to No.426 Squadron. This involved Halifax aircraft. Courses and marks were Fuel System (86/150), Engines, General (30/50), Carburettor and Propellor (60/100), Engine Ground Testing (30/50), Engine Air Handling (85/150), Log Keeping (39/50), Airframe, General (30/50), Jettisoning, Ditching, Dinghies (60/100), Hydraulics, Electrics, Pneumatics (55/100), Anti-Icing, Inspection of Aircraft, Oxygen (55/100), Technical Theory (31/50), and Fuel Consumption Calculation (39/50).

Notes: A record of his flying at No.3 OTU (Canso aircraft) shows the following: November 1943 (20.10), December 1943 (63.20), January 1944 (55.30), February 1944 (84.25), March 1944 (37.40), April 1944 (57.50), May 1944 (100.15), June 1944 (63.40); July 1944 (22.40), August 1944 (39.45), September 1944 (9.35), October 1944 (47.15), November 1944 (40.35), December 1944 (13.15), January 1945 (20.40) - TOTAL, 676 hours 35 minutes plus ten hours 35 minutes from BGS.

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MURPHY, F/L Jack Morris (J22769) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 30 March 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April

1945. Born 10 January 1922 in Kinnistino, Saskatchewan; home in St. Thomas, Ontario (clerk); enlisted in Saskatoon, 27 August 1941. To No.2 Manning Depot, 17 September 1941. To No.2 ITS, 21 December 1941; promoted LAC, 14 February 1942 and posted that date to No.15 EFTS; may have graduated 8 May 1942 but not posted to No.11 SFTS until 23 May 1942; graduated and commissioned 11 September 1942. To No.3 Flying Instructor School, 10 October 1942. To No.12 EFTS, 13 November 1942; promoted Flying Officer, 11 March 1943; to No.14 SFTS, 13 June 1943. To "Y" Depot, 15 July 1943; taken on strength of No.3 PRC, 8 October 1943. Promoted Flight Lieutenant, 11 September 1944. Repatriated 1 June 1945. Released 27 September 1945. Medal sent by registered mail 1 November 1946.

This officer has set a fine example of skill, gallantry and devotion to duty, qualities which were well illustrated during a recent sortie involving a minelaying mission in enemy waters. In spite of poor weather Flight Lieutenant Murphy reached his target where he was met with heavy and accurate anti-aircraft fire. Despite this, Flight Lieutenant Murphy made three runs over the target to ensure that his mines were dropped in the desired area. His determination was characteristic of that which he has shown on all occasions.

DHist file 181.009 D.1729 (RG.24 Vol.20607) has original recommendation dated 22 January 1945, drafted by W/C V.F. Ganderton, when he had flown 22 sorties (126 hours 40 minutes).

On the night of 21st December 1944, Flight Lieutenant Murphy was captain of an aircraft detailed to lay mines in the Oslo Fjord. Taking off in very low visibility, this officer flew at heights below 1,000 feet over the sea under poor weather conditions. On arrival at the gardening area, Flight Lieutenant Murphy's aircraft was heavily engaged by the ground defences. Defying their accurate fire, he did three runs over the aiming point before releasing his mines in order to be absolutely certain that his mines were in the required dropping position. This is typical of Flight Lieutenant Murphy dogged determination as captain of a highly specialized mining crew.

I strongly recommend that Flight Lieutenant Murphy be awarded an immediate Distinguished Flying Cross.

The website "Lost Bombers" has details of his being shot down and briefly taken prisoner. Halifax NP942 of No.427 Squadron (ZL-T), 20/21 February 1945, target Mannheim. This aircraft was initially issued to No.429 Squadron. Airborne at 2147 hours, 20 February 1945 from Leeming to attack the Rhenania Ossag synthetic oil refinery. Crew consisted of F/L J.M. Murphy, RCAF (wounded), Sergeant G.B. Tate (wounded), F/O G.F. Mann, RCAF (wounded), F/O E. Essenburg, RCAF (killed), WO2 E.A. Perdue, RCAF (wounded on the first operation of his second tour), F/O A.J. Breault, RCAF (wounded), P/O J.M. Wallace, RCAF (killed). Survivors were confined in hospital due injuries until liberation. No POW numbers.

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire on which he stated he had flown 27 sorties. Narrative as follows:

After take off the trip was very quiet and successful up till time of being hit. We bombed target and were just across the Rhine when an aircraft caught fire alongside us. He maintained his height and speed and course so I immediately lost height and changed course to get out of the glare, as it was a dark night and I suspected enemy fighters. As soon as I had altered course I was hit by what I think was cannon shells. The nose burst into flames and the flames came right back to my cockpit. I tried the intercom to tell the crew to bale out, but it had been knocked out, so I flashed the call light. I then waited till I thought everyone should have ample time to get out and until the fire and smoke chased me out (my face and neck were burnt) and I had to go out the top as the flames were all about me. I landed approximately 20 miles west of Cologne.

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MURPHY, F/O Keith Campbell (J7228) - **Distinguished Flying Cross** - No.115 Squadron - Award effective 16 October 1942 as per **London Gazette** dated 27 October 1942 and AFRO 1783/42 dated 6 November 1942. Born in Ottawa, 27 February 1920 (obituary notice); home there; enlisted there 14 October 1940. Trained at No.1 ITS (graduated 8 December 1940), No.1 AOS (graduated 22 June 1941), No.1 BGS (graduated 2 August 1941), and No.1 ANS (graduated 1 September 1941). Commissioned September 1941. Medal presented at Buckingham Palace 15 December 1942. Served in postwar RCAF (19606); with No.412 Squadron as of 1949. He was in the crew of the North Star which flew Lester Pearson to Columbo Conference and around the world (first global RCAF flight). Late in 1950 to England on exchange duties with RAF Transport Command. Between 1950 and 1952 he survived two crashes (see below). Promoted to Squadron Leader, 1 January 1951. Subsequently served at Rockliffe, AFHQ and Trenton; commanded Station Armstrong (radar site) and in 1965 became Chief Administrative Officer to No.4 Wing, Baden-Sollingen. Retired about 1968 and worked in the Civil Service for ten years. Died in Ottawa, 14 February 2008.

This navigator bomb aimer has participated in sorties against many of the enemy's most highly defended targets and recently acted as captain of aircraft. His work has been of the highest order, and he has set a high standard by his courage and devotion to duty.

NOTE: Public Records Office Air 2/9600 has recommendation dated 20 August 1942 when he had flown 29 sorties (153 hours 30 minutes). The text is unusual for, although a navigator, he is described as acting on occasion as captain of the aircraft:

22 April 1942 - Le Havre

24 April 1942 - Dunkirk

25 April 1942 - Rostock
4 May 1942 - Stuttgart
6 May 1942 - Stuttgart
8 May 1942 - Warnemunde
17 May 1942 - GARDENING, Heligoland
19 May 1942 - Mannheim
29 May 1942 - Ghone Rhone Works
30 May 1942 - Cologne
1 June 1942 - Essen
3 June 1942 - Bremen
6 June 1942 - Emden
9 June 1942 - Frisians (bomb raid)
25 June 1942 - Bremen
29 June 1942 - Bremen
30 June 1942 - North Sea search
2 July 1942 - Bremen
8 July 1942 - Wilhelmshaven
11 July 1942 - GARDENING, Baltic
13 July 1942 - Duisburg
21 July 1942 - Duisburg
23 July 1942 - Duisburg
25 July 1942 - Duisburg
26 July 1942 - Hamburg
29 July 1942 - Saarbrucken
12 August 1942 - Mainz
16 August 1942 - GARDENING, Frisians
18 August 1942 - Elensburg
21 August 1942 - GARDENING, Biscay

Since joining the squadron in April of this year, Pilot Officer Murphy has carried out 29 operations as navigator; his work as such has been of the highest order and he has set a fine example to the new navigators in the squadron.

On his last few sorties he has acted as captain of aircraft, which duty he has carried out exceptionally well. On all his operations he has acted as bomb aimer as well as navigator, photographs have been brought back of Warnemunde, Le Havre, Gnome Rhone Works, Cologne, Emden, Hamburg and Saarbrucken.

This officer has at all times set a high standard by his courage and devotion to duty; he has helped with the training of new crews, sacrificing much of his spare time to do so.

To this the Station Commanding Officer adds (23 August 1942):

Pilot Officer Murphy has proved himself cool and outstanding navigator when carrying out these 29 operations in 115 Squadron. Never once has he failed to reach his target even if weather conditions were unfavourable. For his outstanding work in the squadron, although he was a navigator, he was made Captain of Aircraft and while acting as such he set a fine example to his crew and to other crews in the squadron. Very strongly recommended for an award of the Distinguished Flying Cross.

NOTE: A clipping from his biographical file is interesting for the description of a navigator's kit and is quoted here:

Flight Lieutenant Murphy...had to wrinkle his brow to set down the contents of the two green canvas bags which the navigator carries out with him in addition to all the paraphernalia of his flying equipment.

"Let's see", he said. "First of all there are the maps, about 12 of them for an important trip. Then there are two or three charts on which the course must be plotted and the log sheet upon which the record of the flight is jotted down. Everything is put down on the log from the time of take off to the time of landing. There's also the computer, in its own canvas case, with which our track can be calculated according to the direction of the winds - its a revolving disc on a metal square. There are parallel rulers and an ordinary plastic ruler. Then there's a protractor for measuring tracks on the map, a pair of dividers and a heavy sextant in a metal case. We carry, too, a planisphere which is a celluloid sheet in a steel frame, on which the position of the stars at any given time can be found. There are also the cartridges - for the Verrey pistol which is used for firing, when necessary, the "recognition" colours of the day. Oh, and I mustn't forget the flashlight, and pencils and eraser. To all that you can add the few things which individual navigators carry along with them to help them on the trip.

In the plane of course are other instruments like the astrograph and astro compass and other odds and ends.

The following information on his postwar crashes is from the website "RAF Forum" (<http://rafforum.activeboard.com/f499088/the-raf-forum>) under the heading "The Crash of TG574 in Libya".

In June 1950 I commenced my duties as an exchange officer with 511 Squadron from The Royal Canadian Air Force and attached to RAF Lyneham, Wiltshire, England. My duties was that of a Navigator.

511 Squadron was a long range transport squadron flying from the UK to

Singapore and my first such long trip was to Singapore and return to Lyneham in June 1950 followed by a second trip on the same route without incident. However my third such trip was in Handley Page Hastings TG574 a Mk C1 aircraft where we had a slipping schedule to Singapore and return, leaving in November 1950 (slipping/slip crews was a method of delivering troops and freight to a distant destination by having a fresh crew taken on board at each stop to take the aircraft ahead whilst the troops/freight remained on board the aircraft) our outward journey was via Castel Benito (Libya), Fayid (Egypt), Habbaniya (Iraq), Karachi (Pakistan), Negombo (Ceylon) and finally arriving at RAF Changi in Singapore.

Whilst in Karachi I met an RAF Officer who was painting a set of china for the wife of the Prime Minister of Pakistan and when I admired his work he said he would have a similar plate to give to my wife on my return to Karachi from Singapore. Upon our return we picked up a fresh crew at each stop and dropped off the previous crew and whilst at Karachi, as promised, a plate with a painting of a sailing ship was awaiting my collection, this was then carefully packed into my suitcase.

On two legs of this trip I flew as crew navigator and as a passenger on the others, from Habbaniya to El Adem (Libya) I was a passenger. We did the usually refuel turnaround service and was airborne at 2000 hrs heading to Castel Benito, whilst flying over the Mediterranean Sea at about 8,000ft a propeller flew off from Number 2 engine (Port inner), this was thought to have detached from the blade root, shortly after the propeller flew off the engine detached from its bearers and fell away into the sea, presumably having oversped.

The pilot on this leg was Flight Lieutenant Tunnadine together with his co-pilot Flight Lieutenant Bennett, Tunnadine sent Bennett to the crew quarters to rest shortly after take off from El Adem and a member of the slip crew, Squadron Leader James took over Bennett's position as co-pilot. Unfortunately for F/L Bennett the prop blade flew directly into the crews quarters where he received severe injuries. This also caused untold damage to the port side of the aircraft as the elevator, elevator trim and rudder controls were all severed when the prop impacted. A May-Day message was immediately picked up by Benina, an airstrip close to Benghazi and the aircraft was headed in that direction, control of the aircraft by Tunnadine and James was almost impossible, fuel had to be jettisoned and more amazingly the 34 passengers and some baggage had to be moved around the fuselage to balance the aircraft.

A Senior Medical Officer, Squadron Leader Brown was on board as a passenger and came forward to comfort the severely injured Bennett and despite repeatedly being told to return to his seat, Brown stayed with and comforted Bennett. (Both survived this incident)

By the light of a bright moon Tunnadine decided to attempt a landing, flares lit up the runway, amazingly 574 looked as if it was going to make the landing at Benina however just before the threshold of the tarmac there was a hump of rocks and sand unseen by the crew. 574 hit this hump and the aircraft flipped over on to its back, crushing the cockpit and killing 7 of the crew (I have since read 5 crew JC). It is almost unbelievable that all the passengers survived and fell on their heads when they released their seat belts but thankfully no passenger received any serious injury, this can probably be put down to the aircraft having rearward facing seats. A Flight Engineer escaped and was found sitting on the ground some distance from the aircraft and not knowing how he got there or got out of the wreck.

Four days later another aircraft arrived to take us back to the UK but this developed problems and had to return to base for rectification, from Keith's log-book it states '24/12/1950 Flying Officer Perrin (pilot) flying TG526 (Hastings) flew the survivors from Benina to Castel-Benito but had to return to CB due to technical problems but on the 25/12/1950 Flight Lieutenant Wood flew the survivors to Lyneham, my suitcase was intact and upon unpacking this the plate given to me in Karachi was intact without a chip or a scratch on it'!

I later met the Great Man Sir Frederick Handley Page at a cocktail party and also received a letter from a movie company asking my permission to allow an actor to play my part in a film regarding this accident, I never did get to find out if this film was ever made.

Further to above, the webmaster, John Cooper, added:

TG552 12th March 1951, some four months after Keith Murphy's first accident described above on the Hastings Bangs and Prangs page, he was involved in a second accident fortunately, without loss of life this time. This second accident happened at Negombo where the co-pilot was flying the aircraft (Keith was navigator on this trip), the co-pilot was not authorised to fly passengers and there were passengers on board, his landing was a disaster and the aircraft crashed. One of the wings broke off and in the excitement of vacating the aircraft the engines were left running and the propellers were a threat to decapitate anyone heading in that direction! This is one story that no one seems to know about as the Form A1180 (Aircraft Accident Report) is one that went missing, one wonders why!

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MURPHY, F/L Leo Thomas (J27190) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28

September 1945. Born 21 November 1920 in Toronto (Murphy family website); educated at La Salle High School; home there (aircraft worker); enlisted there 6 April 1942. To No.1 Manning Depot, 13 May 1942; to No.9 BGS (guard), 10 July 1942. To No.3 ITS, 12 September 1942; graduated and promoted LAC, 7 November 1942 but not posted to No.11 EFTS until 5 December 1942; to No.9 SFTS, 20 February 1943; graduated and commissioned, 11 June 1943. To No.1 GRS, 18 June 1943. To No.31 OTU, 20 August 1943. To "Y" Depot, 9 December 1943. Promoted Flying Officer, 11 December 1943. Taken on strength of No.3 PRC, 13 December 1943. Promoted Flight Lieutenant, date uncertain. Repatriated 14 April 1945. Retired 14 June 1945. RCAF photo PL-41133 (ex UK-17731 dated 28 December 1944) shows him examining parachute harness. Two brother in 48th Highlanders (both survived the war). Died 10 November 1973 (family website). Medal sent by registered mail 13 February 1952.

This officer has always shown outstanding determination to press home his attacks on the enemy. He has acted as deputy flight commander and has greatly assisted in the development of new crews. In October 1944 he was captain of an aircraft detailed to attack Cologne. During the attack one engine failed but despite this handicap and heavy anti-aircraft fire the mission was completed. On many other flights Flight Lieutenant Murphy has proved himself to be an exceptionally able captain of aircraft.

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MURPHY, F/O Louis Eric John (J20191) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 6 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 23 August 1923 at Moberley, Cheshire. His father was Ernest Eric Murphy, an aero engineer with the RCAF. Educated at Camp Borden Public School, 1929-1931, Dufferin Public School, Trenton, Ontario (1931-1936), Trenton High School, 1936-1937, , Glebe Collegiate (Ottawa, 1937-1938); Kitsilano High School (Vancouver, 1938-1939), and Kelvin High School (Winnipeg, 1940-1941). Enlisted in Ottawa, 27 August 1941 (giving his home as Britannia Heights) and posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 24 October 1941. To No.33 SFTS (guard duty), 20 December 1941. To No.2 ITS, 14 February 1942; graduated and promoted LAC, 11 April 1942 but not posted to No.19 EFTS until 28 April 1942; to No.12 SFTS, 4 July 1942; graduated and commissioned 23 October 1942. To No.31 GRS, 31 October 1942; to Western Air Command, 8 January 1943. To No.32 OTU, 10 January 1943 to train as torpedo-bomber pilot; to "Y" Depot, 15 May 1943. Promoted Flying Officer, 23 May 1943. Embarked from Canada; 27 May 1943; disembarked in Britain, 4 June 1943. Attached to Aircrew Officers School, 5-31 July 1943. Attached to No.4 EFTS, 16-15 October 1943. To No.22 OTU, 19 October 1943. To No.61 Base, 8 February 1944 and sent to Battle School until 27 February 1944 when posted to No.1659 Heavy Conversion Unit. To No.427 Squadron, 4 April 1944. To No.82 OTU, 13 September 1944. To No.24 OTU, 29 December 1944. To No.76 Base, 16 July 1945. While engaged in Bomber Command instructional duties, awarded "B" Category Instructor Certificate by Visiting Flight of Empire Central Flying School. Repatriated 13 August 1945. To No.124 (Ferry) Squadron, 24 September 1945. Promoted Flight Lieutenant, 23 October 1945. One of 21 killed in crash of a Dakota at Estevan,

Saskatchewan, 15 September 1946. RCAF photo PL-31906 (ex UK-14041 dated 18 August 1944) is captioned as follows: "Pilot Officer Paul Lebel of Montreal, Lion Squadron gunner who has finished his 'ops', congratulates Flight Sergeant Roy Pettigrew of Lumsden, Saskatchewan, on sharing in the shooting down of a Nazi fighter just after bombing Brunswick. Looking on is Flight Sergeant Howard Smith of Preston, Ontario (left) who shared in the kill with Pettigrew, and F/O Louis Murphy of Ottawa, RCAF Bomber Group pilot with the Lions (right) who confirmed the victory."

Flying Officer Murphy has completed very many sorties as captain of aircraft. In August 1944 he piloted an aircraft of a bomber force detailed to attack Foret de Nieppe. Whilst over the target area the aircraft sustained severe damage. Despite this he flew the aircraft safely to base. He displayed the highest standard of airmanship, coolness and determination in a most difficult situation. This officer has completed many sorties.

The original recommendation by W/C C.J. Gribb is in DHH file 181.009 D.1724, Library and Archives Canada RG.24 Volume 20607, drafted at uncertain date but when he had flown 35 sorties (179 hours 35 minutes). Text read:

On the third of August [1944] the above captain was detailed to carry out a bombing attack on Foret de Nieppe. While over the target, a matter of seconds after his bombs were released, his aircraft was struck by four 500-pound bombs from a friendly aircraft above it. One bomb took away the R.T. aerial and a second bomb passed through the outer section of the port flap; a third bomb passed through the fuselage directly above the hatch and the absence of metal in the fuselage caused some 20 degrees deviation in the D.R. compass. The fourth bomb passed through the port mainplane outboard of No.6 fuel tank. The torn metal from the port wing jammed the ailerons to such an extent that there was practically no aileron control .

This captain displayed exceptional skill and coolness in extricating his aircraft from a most perilous situation and was successful in bringing his damaged aircraft back to base and landing it without injury to any of the crew.

I strongly recommend that Flying Officer Murphy be awarded an immediate Distinguished Flying Cross.

NOTES: At No.2 ITS he was described as follows: "This airman is rather immature, quite self-assured with a fair sense of responsibility. His father is an Engineering Officer in the RCAF. This airman is very anxious to become a pilot. He made an excellent showing in his course. With experience he should develop into a good pilot."

At No.19 EFTS the Chief Supervisory Officer wrote, "Slow to learn but retains instruction.

Reliable and accurate. No bad flying faults and instrument flying above average. Well above average in ability in Ground School but has great difficulty with Signals. Deportment and discipline good."

At No.12 SFTS he was described as "No outstanding faults."

At No.31 GRS the course lasted 2 November 1942 to 30 December 1942. All flying instruction seems to be directed to Navigation training on Anson aircraft - 40.05 by day, 2.50 by night. Stood 17th in a class of 24. The assessment of the Chief Instructor is mixed - "Above average. This officer is rather immature." That of the Officer Commanding No.31 GRS was also harsh: "A young officer who is still very immature. Lacks a real sense of responsibility and initiative. Will need considerable supervision before he can be considered a fully competent G.R. pilot." However, the Station Commander, Charlottetown, was more forgiving: "This officer's youth is against him. When he is somewhat older he may realise his responsibilities. Should develop well with experience." The courses at No.31 GRS were as follows: D.R. Navigation (73 % and 87 % in two categories), Astro Navigation (65 %), Compasses and Instruments (77 %), Meteorology (73 %), Signals (68 %), Reconnaissance (75 %), Coding (76 %), Ship Recognition (72 %), Photography (74 %), Visual Signals (Pass).

At No.32 OTU ran from 11 January 1943 to 30 April 1943. Flying had been on Oxfords (5.05 day dual, 3.30 as captain by day; 1.30 night dual, all including 1.45 on instruments or cloud flying) and Hampden (57.10 as captain by day, 5.35 as second pilot by day, 12.20 as captain by night and 4.40 as passenger; of this, 4.10 had been on instruments; also logged 13.00 in Link). He had dropped four sticks of bombs from low level in daylight (eight bombs in all). In Air Gunnery he fired 200 rounds on ground and 400 air to ground (no marks assigned). "Torpedo Results" were under four headings - Dummy Torpedo Dropping (eight practices), Aiming Practices (30), Light Torpedo Attack (30) and Runner Torpedo Attack (NIL). He was evaluated on 1 May 1943. Courses had involved "Comp and Instruments" (no marks), Reconnaissance and Coding (73 %), Warship Recognition (72 %), Merchant Vessel Recognition (76 %), Aircraft Recognition (85 %), Armament (68 %), Torpedoes (82 %), Signals (60 %), Morse (65 %), Aldis (Pass), Meteorology (93 %), Airmanship (no marks) and Tactics (78 %). The Chief Ground Instructor wrote, "Average results. Not particularly outstanding. Rather young and noisy". The Chief Instructor wrote, "A sound average pilot - keen and conscientious in his flying."

Upon repatriation he signed a form (3 August 1945) stating that he had flown 209 hours 20 minutes on operations and 354 hours 20 minutes non-operational overseas (total (558.40). These had involved 39 sorties (last sortie on 18 August 1944). Types flown overseas were as follows: Wellington (230.00), Halifax II (62.00), Halifax III (217.00), Oxford (48.10) and Lancaster (1.30).

Involved in accident, 3 August 1944, 2005 hours during operational mission (day bombing) over target (Foret de Nieppe, near Hazbrouck, France). Aircraft was Halifax LW163. Crew consisted of F/O L.E.J. Murphy (captain, whose flying times were recorded as 232 solo hours on Halifax

aircraft and 445 hours 25 minutes on all types; of these, 190 solo hours by night on Halifax, 189 hours 55 minutes night solo on other types); R110424 Warrant Officer J.S. Niven (navigator), J28082 F/O K.K. Young (bomb aimer), 179228 P/O J. Cheese (WOP/AG), R187956 Flight Sergeant B.E. White (mid-upper gunner), R195822 Flight Sergeant G.K. Bygrove (rear gunner) and 1836521 Sergeant S.R.A. Burn (flight engineer). No injuries. Aircraft damaged Category "B" ("for repair at contractors or RAF Depot). His narrative read as follows:

Aircraft was hit by three bombs from a friendly aircraft just as bombs were released. R/T aerial was taken away. Holes in port mainplane outboard of Port Outer engine and in outer section of port flap. Third bomb passed through fuselage above entrance hatch and passed through floor.

Difficulty was experienced in holding port wing up level flight and on landing. Ailerons were jammed and aircraft had a tendency to turn starboard in a skidding turn. Height and airspeed were easily maintained.

The assessment of the incident blamed it on "gross carelessness of Bomb Aimer" in unidentified aircraft that had been above. Air Commodore J.G. Bryans (Officer Commanding, No.61 Base) noted, "Development of tactics is at present under way to permit heavy concentration over target combined with safety from falling bombs."

Assessment: Described on 18 October 1944 by W/C V.B. Ganderton as "A reliable and steady pilot". As of that date he had flown 716 hours 15 minutes (293 hours 15 minutes in previous six months).

On 31 December 1944, while at No.82 OTU, described as "An average officer who has made satisfactory progress in carrying out his instructional duties on this unit" (W/C R.M. Cox, concurred in by G/C H.I. Dabinett). As of that date he had flown 744 hours (110 in previous six months).

On 14 July 1945, on posting from No.24 OTU he was recommended as a Deputy Flight Commander. Described as "An above average officer and instructor; is keen and conscientious in his work. Is of neat appearance and is well disciplined." (S/L G.S. Hutton and G.C G. Lane). As of that date he had flown 870 hours (125 in previous six months).

RCAF Press Release No. 6147 dated 4 August 1944 from F/L H.W. Eggleston read as follows:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- That popular ballad "Coming in on a Wing and a Prayer" appropriately fits the crew of a Halifax bomber from the Lion squadron since another Halifax which was above them unloaded three 500-pound bombs on their aircraft while they were on a bombing mission to a flying bomb dump at Foret de Nieppe, north of Paris.

The pilot of the damaged bomber, who finally set the aircraft safely down at its home base, was F/O L.E.J. Murphy of Ottawa, Ontario (Britannia Heights). The mid-upper gunner was F/S B.E. White of Detroit, Michigan, U.S.A. (2441 Ferris Avenue) and Ottawa, Ontario (57 Fifth Avenue).

The big bomber had just unloaded its cargo of bombs on the target when the mid-upper gunner sighted a stick of bombs coming down from above. He had hardly got the words out of his mouth giving the captain instructions to take evasive action before one bomb dropped through the centre of the fuselage between the two gun turrets. Another crashed through the port wing and a third smashed the port flap.

The one that dropped through the fuselage went through about three feet in front of the mid-upper gunner who was facing the rear of the aircraft at the time. The enormous hole blasted in the fuselage isolated the rear gunner from the rest of the crew. He was forced to crawl hand over hand along the ammunition racks on the side of the aircraft to get to safety.

With the ailerons rendered useless, the aerals blasted away and the entire radio communication system out of order, the skipper had the entire crew in "ditching" positions as a precautionary measure all the way across the English Channel.

Sensing the plight of the bomber, another Halifax formatted on the crippled aircraft until it reached the English coast safely.

Arriving at his home base, the 20-year-old pilot had to make a right hand circuit instead of a left hand circuit which the other aircraft were taking. With his radio useless, he signalled the control tower by firing off a Verey cartridge to indicate he was making an emergency landing.

During the approach to the runway, the damaged port wing kept dipping and the pilot was obliged to keep his port inner engine going at full speed to prevent the wing from hitting the ground and causing a possible smash-up. He finally set the aircraft down without injury to the crew who were in the rest positions at the time.

"When that bomb went through the fuselage, it was just like a brick wall hitting us. It gave us one hell of a jolt. I guess we were lucky through. If it had crashed through any other part of the bomber, some of us might not have been here today. Then again, it went right through the centre. If it had hit the sides of the "kite" no doubt it would have broken up in the air," said the pilot.

Continuing the story, the mid-upper gunner said, "It really shook me. There were two big gaping holes, one at the bottom and one at the top of the aircraft, staring

me in the face. How it ever held together I don't know yet. The workers who put them together really must do a good job".

It marked the 34th sortie for the pilot and the thirty second for the balance of the crew.

Note: the mid-upper gunner was employed by the Detroit Times before he joined up.

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MURPHY, P/O Matthew John (J16832) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born in Orillia, Ontario, 4 June 1919; home in Falconbridge, Ontario; enlisted in Toronto, 30 April 1941. To No.1 Manning Depot, 27 May 1941. To University of Western Ontario, 13 June 1941. To No.1 Training Command, 13 June 1941. To No.14 SFTS (guard duty), 13 June 1941. To No.5 ITS, 8 August 1941; graduated and promoted LAC, 11 October 1941 when posted to No.9 AOS; to No.6 BGS, 17 January 1942; graduated and promoted Sergeant, 28 February 1942; posted that date to No.2 ANS; graduated 13 April 1942 and posted next day to "Y" Depot. To RAF overseas, 30 April 1942. Commissioned 4 January 1943. Promoted Flying Officer, 4 July 1943. Promoted Flight Lieutenant, 4 January 1945. Medal presented at Buckingham Palace 2 February 1945. Bomb aimer in Flight Sergeant H.E. Patch's crew. Dates of repatriated and release uncertain. Rejoined 5 June 1954 as tradesman (LAC, 227292).

Pilot Officer Murphy has proved himself to be cool, efficient and reliable as a bomb aimer during numerous operational missions. He has participated in attacks on Essen, Duisburg, Cologne and Wuppertal and many other objectives on enemy territory. A source of confidence for his crew and as a result of his efforts successful pictures of the aiming point have been secured on several occasions. This officer's excellent record of operations has been most commendable.

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MURPHY, F/O Tommy Cecil (J88722) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Also known as Thomas Cecil Mark Murphy. Born 25 April 1924. Home in Demers Centre, Quebec; enlisted in Hamilton, 11 June 1942 and posted to No.,1 Manning Depot; to No.4 Manning Depot, 6 August 1942. To No.3 ITS, 10 October 1942; graduated and promoted LAC, 19 December 1942 but not posted to No.11 EFTS until 22 January 1943; may have graduated 19 March 1943 but not posted to No.8 SFTS until 3 April 1943; and promoted Sergeant, graduated 23 July 1943. To "Y" Depot, 4 August 1943; to RAF overseas, 25 August

1943. Commissioned 19 June 1944. Promoted Flying Officer, 19 December 1944. Repatriated 9 February 1945. To No.16 SFTS, 8 April 1945. Released late April 1945. Rejoined, 13 March 1951 as pilot (37977). Medal sent by registered mail 26 September 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty". Public Records Office Air 2/9060 has recommendation dated 15 January 1945 when he had flown 33 sorties (154 hours 19 minutes), 7 July to 22 December 1944.

7 July 1944 - Caen (4.06)
12 July 1944 - Hauts Boissons (3.35)
17 July 1944 - Caen (4.00)
20 July 1944 - Chapelle Notre Dame (3.05)
1 August 1944 - Noyelle en Chausse (4.00, DNCO)
3 August 1944 - Bois de Casson (4.15)
5 August 1944 - Foret de Nieppe (3.35)
6 August 1944 - Foret de Nieppe (3.15)
7 August 1944 - TOTALIZE 3 (3.35)
8 August 1944 - Chapelle Notre Dame (3.10)
11 August 1944 - Somain (4.00)
12 August 1944 - Russelsheim (5.55)
15 August 1944 - Eindhoven (3.35)
16 August 1944 - Kiel (5.18)
17 August 1944 - GARDENING, Gironde Estuary (6.55)
24 August 1944 - Brest (4.55)
25 August 1944 - Chapelle Notre Dame (3.15)
31 August 1944 - Lumbres (3.05, DNCO)
17 September 1944 - Boulogne (3.05)
20 September 1944 - Calais (3.50)
6 October 1944 - Gladbach (4.40)
7 October 1944 - Cleve (4.00)
9 October 1944 - Bochum (5.55)
14 October 1944 - Duisburg (5.55)
15 October 1944 - Duisburg (6.00)
4 November 1944 - Bochum (5.10)
6 November 1944 - Gelsenkirchen (4.45)
21 November 1944 - GARDENING, Oslo Fiord (6.55)
29 November 1944 - Essen (5.55)
30 November 1944 - Duisburg (5.30)
2 December 1944 - Hagen (6.35)
13 December 1944 - GARDENING, Oslo Fiord (6.35)
22 December 1944 - Bingen (5.55)

This captain of aircraft has now completed his first operational tour, having

successfully carried out 33 sorties.

Throughout his tour he has impressed everyone by his determination and accuracy in bombing the most difficult targets. His consistently high performance on bombing targets made him a natural choice for special mining missions and his results on these particular sorties have been exceptional.

In recognition of a tour well carried out, during which he has at all times shown great devotion to duty, Flying Officer Murphy is strongly recommended for the award of the Distinguished Flying Cross.

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MURRAY, S/L Allen Weir (C2066) - **Member, Order of the British Empire** - Eastern Air Command Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 15 October 1907, River John, New Brunswick (RCAF press release announcing award). Educated in Haileybury, Ontario. Chief Accountant with East Malartic Mines before enlistment. Home in Toronto. Enlisted in Ottawa, 30 May 1940 as Equipment Accounting officer. With Eastern Air Command as of 1 October 1941. Flight Lieutenant as of 15 December 1941. Promoted Squadron Leader, 1 January 1943. Retired 24 October 1945. Medal sent by registered mail 25 January 1946. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 7) has citation.

This officer's work has been an important factor in maintaining a high rate of aircraft serviceability in Eastern Air Command. By his initiative and resourcefulness he has gained a wealth of service knowledge which at all times has been industriously and skilfully applied. He has given energetic assistance to squadron commanders and other officers in the field. By his outstanding devotion to duty he has been an example to all those with whom he has served and has made a valuable contribution to flying in Eastern Air Command.

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MURRAY, P/O Alpine McLean (J92480) - **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 27 March 1914 in Capheath, Cape Breton, Nova Scotia (farmer and shipping clerk). Enlisted in New Glasgow, Nova Scotia, 20 July 1942. Granted Leave Without Pay until 18 October 1942 when posted to No.5 Manning Depot. To No.12 Equipment Depot, 21 January 1943. To No.3 ITS, 8 February 1943; graduated and promoted LAC, 16 April 1943; posted next day to No.11 EFTS. Ceased training and posted on 18 May 1943 to No.5 Manning Depot. To No.4 BGS, 15 June 1943; graduated 17 September 1943 and posted next day to No.1 AOS; graduated and promoted Sergeant, 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, 23 November 1943. Commissioned 4

November 1944. Promoted Flying Officer, 4 May 1945. Repatriated to Canada, 14 May 1945. To Moncton, 27 May 1945. To Release Centre, 8 September 1945. Retired 12 September 1945.

Pilot Officer Murray has completed a successful tour of operational duty as air bomber. He has flown on attacks against most of the major targets in Germany. On one flight his aircraft sustained severe damage while attacking Cologne. The navigator was killed and an outbreak of fire was only prevented by the prompt action taken by Pilot Officer Murray. As the aircraft was then on the bombing run this officer completed the attack and then rendered all possible aid to the other members of the crew. He took over the navigator's duties and guided the aircraft safely back to this country. On other occasions when under enemy fire from fighters and ground defences Pilot Officer Murray has shown the greatest fortitude and resourcefulness. He has secured many excellent photographs.

NOTE: Although the above citation was published in AFROs, the original recommendation was found and copied in England (Public Record Office Air 2/9632); it is dated 15 March 1945 when he had flown 33 sorties (186 hours 59 minutes), 23 September 1944 to 14 March 1945 and is given here for added information and comparison.

23 September 1944 - Neuss (5.22) - Bombed in cloud.
25 September 1944 - Calais (3.32) - Recalled by M/Bomber.
30 September 1944 - Bottrop (4.44) - Bombed 12 miles WSW of AP.
6 October 1944 - Sterkrade (5.07) - Bombed through clouds.
9 October 1944 - Bochum (5.42) - Bombed TIs; many fires.
28 October 1944 - Domburg (3.14) - Successful bombing.
29 October 1944 - Zoutelande (3.15) - Bombed aiming point.
30 October 1944 - Cologne (6.21) - Bombed TIs; nav. killed.
4 November 1944 - Bochum (4.49) - Successful attack.
16 November 1944 - Julich (4.36) - Successful.
18 November 1944 - Munster (5.15) - Bombed through cloud.
21 November 1944 - Sterkrade (5.52) - Bombed aiming point.
29 November 1944 - Essen (6.09) - Bombed through clouds.
5 December 1944 - Soest (6.18) - Concentrated attack; fires.
12 December 1944 - Essen (5.21) - ditto.
24 December 1944 - Essen-Mulheim airfield (5.01) - Bombed airfield.
26 December 1944 - St.Vith (4.08) - Good bombing.
14 January 1945 - Saarbrucken (6.35) - Sortie completed.
16 January 1945 - Magdeburg (6.01) - Bombed aiming point.
1 February 1945 - Mainz (6.29) - Many fires; good bombing.
7 February 1945 - Goch (5.43) - Recalled by M/Bomber.
9 February 1945 - Wanne Eickel (5.28) - Bombed aiming point.
13 February 1945 - Bohlen (8.25) - Bombed through clouds.
21 February 1945 - Worms (7.19) - Bombed TIs; many fires.

23 February 1945 - Essen (5.51) - Bombed through clouds.
27 February 1945 - Mainz (6.27) - ditto.
2 March 1945 - Cologne (5.27) - Good bombing.
3 March 1945 - Kamen (6.16) - Concentrated attack with many fires.
5 March 1945 - Chemnitz (8.42) - Good attack.
7 March 1945 - Hemmingstedt (5.55) - Bombed TIs; many fires.
12 March 1945 - Dortmund (5.35) - Good attack.
13 March 1945 - Wuppertal (5.38) - Bombed in cloud; fires.
14 March 1945 - Homburg (6.24) - Bombed in cloud.

Pilot Officer Murray has completed a tour of operations as an air bomber in Halifax III aircraft with this squadron. He has flown against some of the most heavily defended targets in Europe and the majority of his attacks have been against vital objectives in Germany itself.

On 30th October 1944, when his aircraft was hit by a shower of bombs from a higher aircraft over Cologne, he displayed outstanding initiative and courage. An incendiary bomb killed the navigator and fell into the bottom of the aircraft. Immediately, Pilot Officer Murray seized the bomb and threw it through the parachute hatch. As he was then on the bombing run he aimed his bombs on to the target indicators and then went back to give aid to his colleague. After doing everything possible to help the navigator, whose skill was crushed, he went forward and took over the task of navigating the aircraft back to this country.

On this occasion this officer's resourcefulness and courage were an inspiration to others in the crew and were largely responsible for a safe return to base.

On other occasions, under enemy fire from fighters and flak, Pilot Officer Murray has shown the greatest fortitude, and with a complete disregard for the safety of his own life he has pressed home his attacks. His photographic record is an admirable one.

It is recommended that this officer's outstanding record of courage, initiative, determination and devotion to duty throughout a hazardous tour be recognized by the award of the Distinguished Flying Cross.

Note: Many of his sorties were flown with F/L Norman Graham Gordon, DFC, who in turn was associated on many sorties with Halifax LV907, "Friday the Thirteenth". See entry for Gordon for details.

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MURRAY, F/L Bruce Alexander (J7212) - **Distinguished Flying Cross** - No.10 (BR) Squadron

- Award effective 18 June 1944 as per **London Gazette** dated 8 June 1944 and AFRO 1380/44 dated 30 June 1944. Born 20 February 1921 at Crozier, Alberton County, Ontario. Educated at Fort Francis, Ontario. Enlisted in Fort William, 16 October 1940. To No.1 BGS, 8 November 1940. To No.1 ITS, 15 January 1941; graduated and promoted LAC, 20 February 1941; to No.1A Manning Depot on that date; to No.1 AOS, 20 March 1941; graduated 22 June 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 2 August 1941 (Observer's wing) when posted to No.1 ANS; graduated and commissioned 1 September 1941). To Embarkation Depot, 2 September 1941 but overseas posting cancelled and ultimately retained in Canada with No.10 (BR) Squadron and No.3 OTU. Promoted Flying Officer, 1 September 1942. Promoted Flight Lieutenant, 1 October 1943. Medal presented 16 May 1945. As of award had flown 1,197:45 hours, 780:55 operational (96 sorties). To No.5 Release Centre, 18 September 1945. Retired 28 September 1945. RCAF photo PL-3497 taken outside recruiting centre - Jack Nelson (Regina), Bruce Murray (Fort Francis), R.T. Abel (Toronto).

This officer was Navigator on a VLR Liberator when it attacked an enemy submarine in the North Atlantic area. Encountering bomb door creepage on the final run-in, despite anti-aircraft fire, he coolly manipulated his bomb door controls to ensure the successful operation of the bomb release mechanism. This officer was largely responsible for the fact that the attack was assessed as probably sunk. In many hundreds of hours flown on anti-submarine operations, he has displayed exceptional skill and devotion to duty and by his splendid example he has earned the high respect of his fellow navigators.

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MURRAY, P/O Charles (J17498) - **Mention in Despatches** - No.83 Squadron (deceased) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born in Moose Jaw, Saskatchewan, 26 April 1918. Home and wife in Watrous, Saskatchewan; enlisted in Saskatoon, 17 April 1941. To No.2 Manning Depot, 14 May 1941. To No.7 Equipment Depot, 29 June 1941. To No.4 ITS, 13 July 1941; graduated and promoted LAC, 19 August 1941 when posted to No.16 EFTS; graduated 10 October 1941 when posted to No.4 SFTS; graduated and promoted Sergeant, 2 January 1942. Slightly injured 30 November 1941 when Crane 7833 "B" landed on top of Crane 7663 "A" in the air as both machines levelled out for landing To "Y" Depot, Halifax, 3 January 1942; to RAF Pool overseas, 24 January 1942 (embarked from Canada); reported to No.3 PRC, Bournemouth, 10 February 1942; to No.6 (P) AFU, 21 April 1942; to No.29 OTU, 23 June 1942; to No.207 Conversion Flight, 23 September 1942; to No.1660 Conversion Unit, 20 October 1942; to No.50 Squadron, 21 November 1942; damaged Lancaster W4117, 11 December 1942 when making a bad landing on return from cross-country exercise. Commissioned 1 April 1943; to No.83 Squadron, 7 April 1943. Killed in action 16/17 June 1943 (Lancaster ED907). At the time he had flown 22 sorties.

As of 10 November 1943, the Department of National Defence was in possession of a statement made by Sergeant Dennis Chapman (POW) who had written to Murray's wife on 11 July 1943:

I feel I should write to you to tell you all I can of how your husband and my close friend died gallantry trying to save his crew. I had the honour to be Charlie's flight engineer and I was with him when we were shot down. He gave the crew the order to bale out and like the true captain he was although he could have baled out first himself he stayed with the aircraft holding it as steady as he could. By doing this he saved the lives of five of the crew and in doing so lost his own. He was buried together with the Canadian rear gunner with full military honours just outside Cologne.

G/C H.R. Stewart minuted this to the Chief of Air Staff:

This report describes an act of gallantry which may be found to merit the granting of a posthumous award, please.

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MURRAY, F/O David Heath (J28171) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 11 March 1923 in Lachine, Quebec; home in Pointe Claire, Quebec (clerk); enlisted in Montreal, 11 April 1942. To No.5 Manning Depot, 10 May 1942. To No.5 ITS, 26 September 1942; graduated and promoted LAC, 5 December 1942; to No.13 EFTS, 29 December 1942; graduated 19 February 1943 and posted next day to No.2 SFTS; graduated and commissioned 9 July 1943. To "Y" Depot, 23 July 1943; to RAF overseas, 2 August 1943. Promoted Flying Officer, 9 January 1944. Repatriated 23 November 1944; retired 15 March 1945. Medal presented by Governor General, 5 October 1946. 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 19 September 1944 when he had flown 26 sorties (123 hours), 12 June to 20 September 1944.

* denotes photograph of aiming point obtained

** denotes photograph of target area obtained

12 June 1944 - Gelsenkirchen*
15 June 1944 - Boulogne
16 June 1944 - Domleger
22 June 1944 - Rheims
25 June 1944 - Liegescourt**
27 June 1944 - Vaires**
29 June 1944 - Siracourt
30 June 1944 - Vierzon**
4 July 1944 - Orleans

5 July 1944 - Dijon**
12 July 1944 - Revigny
4 August 1944 - Pauillac**
7 August 1944 - Fontenay le Marmion
14 August 1944 - Fontainele Pin*
15 August 1944 - Volkel**
16 August 1944 - Stettin**
18 August 1944 - Ghent*
25 August 1944 - Russelheim
26 August 1944 - Kiel
29 August 1944 - Stettin
31 August 1944 - Raimbert
3 September 1944 - Gilze-Rijen**
5 September 1944 - Le Havre**
8 September 1944 - Le Havre
10 September 1944 - Le Havre
20 September 1944 - Calais (day)

Flying Officer Murray is the Canadian captain and pilot of a Lancaster aircraft and has now carried out 26 sorties and 123 hours operational flying on his first tour of operations.

He has attacked many strongly defended targets in Germany and occupied territories including Gelsenkirchen, Stettin, Russelsheim and Kiel, but the heaviest defences have never deterred him and the attacks he has carried out have always been successful.

He has welded his crew together into a very efficient fighting team, and his calm and confident leadership has inspired them greatly. The bombing results they have obtained have been outstanding and photographs taken at the time of bombing have testified to the great accuracy they have achieved either by day or by night.

For his outstanding leadership, unfailing courage and devotion to duty, I strongly recommend Flying Officer Murray for an award of the Distinguished Flying Cross.

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MURRAY, F/L Donald Lyle Hunter (J92255) - **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. Born 18 September 1920 in Lyleton, Manitoba; home there (farmer); enlisted in Winnipeg, 18 November 1941 and posted to No.2 Manning Depot. To No.33 EFTS,

4 January 1942 (guard duty). To No.7 SFTS, 3 February 1942. To No.2 ITS, 14 March 1942; graduated and promoted LAC, 9 May 1942 but not posted to No.15 EFTS until 6 June 1942; graduated 31 July 1942 and posted next day to No.10 SFTS; graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, 4 December 1942; to RAF overseas, 1 January 1943. Disembarked in Britain, 12 January 1943. To No.14 (Pilots) AFU, 6 April 1943. Attached for uncertain time to No.1520 Beam Approach Training Flight. Promoted Flight Sergeant, 20 May 1943. To No.20 OTU, 8 June 1943. To No.1652 Conversion Unit, 8 September 1943, attending No.4 Group Battle School, 9 September to 6 October 1943. Promoted WO2, 20 November 1943. To North Africa, 1 March 1944. To No.614 Squadron, 3 March 1944. To United Kingdom, 29 April 1944 for medical treatment following crash. Promoted WO1, 10 May 1944. To No.61 Base, 15 August 1944. Attached to No.1659 Conversion Unit, 23 August to 10 October 1944. Commissioned 2 October 1944. To No.431 Squadron, 10 October 1944. Promoted Flying Officer, 2 April 1945 and Acting Flight Lieutenant, 9 March 1945. Repatriated to Canada, 9 May 1945. To No.2 Air Command, 10 July 1945. Retired 19 September 1945. Medal presented 22 February 1947. Died in Brandon, Manitoba, 16 October 1979 as per **Legion Magazine** of January 1980. DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 26 March 1945 when he had flown 24 sorties (163 hours 54 minutes), 15 April 1944 (one sortie in Middle East) followed by 14 December 1944 to 12 March 1945. On the Julich trip (16 November) the "other damage" involved both elevators, port flap destroyed, and mid-upper turret damaged.

As captain of aircraft this officer has displayed a fine fighting spirit and high skill during numerous operational sorties. On one occasion during an attack on Julich in November 1944 two of the engines of his aircraft were rendered unserviceable by anti-aircraft fire and other serious damage was sustained. In the face of great danger, Flight Lieutenant Murray flew his aircraft safely to base where he made a successful landing, thus undoubtedly saving the lives of his crew. He has always displayed outstanding ability as a captain and pilot.

The original recommendation (note rank) read as follows:

Pilot Officer Murray as a captain of aircraft has displayed a most intense offensive spirit and a great deal of skill and calmness under the most trying circumstances. On one occasion during an attack on Julich on the 16th November 1944, both outer engines of his aircraft were knocked out by flak, both elevators were damaged, the port flap was destroyed and the mid-upper turret was damaged. In the face of all this Pilot Officer Murray brought his aircraft back and made a successful landing. Unquestionably his superior skill and courage saved the lives of his crew, together with a valuable aircraft. Pilot Officer Murray has completed 24 trips against such well defended and difficult targets as Essen, Dresden and Ludwigshaven.

For his coolness and decision as a captain, and for his ability as a pilot and leader,

I strongly recommend the awarding of the Non-Immediate Distinguished Flying Cross to this officer.

The sortie list was as follows:

15 April 1944 - Sofia (5.30)
14 October 1944 - Duisburg (6.30)
22 October 1944 - Karsell [?] (6.30)
2 November 1944 - Oberhausen (6.25)
4 November 1944 - Bochum (6.25)
6 November 1944 - Gelsenkirchen (5.20)
16 November 1944 - Julich (5.30)
21 November 1944 - Castrop Rauxel (6.05)
27 November 1944 - Neuss (5.25)
15 December 1944 - Ludwigshaven (6.20)
24 December 1944 - Dusseldorf (5.59)
29 December 1944 - Scholven (7.00)
30 December 1944 - Cologne (6.30)
16 January 1945 - Zeitch (2.25)
7 February 1945 - Goch (5.32)
13 February 1945 - Dresden (10.24)
14 February 1945 - Bonn - (6.35)
27 February 1945 - Mainz (7.02)
1 March 1945 - Mannheim (7.19)
2 March 1945 - Cologne (6.26)
5 March 1945 - Chemnitz (10.29)
7 March 1945 - Dessau (9.17)
11 March 1945 - Essen (6.05)
12 March 1945 - Dortmund (6.31)

An earlier recommendation is found in DHist file 181.009 D.1634 (RG.24 Volume 20604) , dated 8 December 1944 when he was reported as having flown nine sorties (53 hours 40 minutes). Submitted by W/C E.M. Mitchell:

This Warrant Officer, a captain of an aircraft, has completed nine operational sorties against the enemy. On 16th November 1944, this pilot and crew were detailed to attack Julich. After having dropped their bombs and while still in the target area. Warrant Officer Murray's aircraft was struck by incendiaries. The port outer engine was damaged and the propellor had to be feathered. The starboard outer engine was set on fire and this propellor also had to be feathered. Although damage was also caused to the elevator trim, Warrant Officer Murray and crew flew their aircraft, on two engines, to England, where a safe landing was effected. In recognition of this officer's expert airmanship and cool courage

under difficulties, which undoubtedly saved many lives and valuable equipment, I strongly recommend that he be awarded an immediate Distinguished Flying Cross.

The sortie list was as follows:

15 March 1944 - Sofia (5.30)
14 October 1944 - Duisburg (6.30)
22 October 1944 - Kassel (6.30)
1 November 1944 - Oberhausen (6.25)
4 November 1944 - Bochum (6.25)
6 November 1944 - Gelsenkirchen (5.20)
16 November 1944 - Julich (5.30)
21 November 1944 - Castrop Rauxel (6.05)
27 November 1944 - Neuss (5.25)

Notes: Interviewed 14 November 1941 by F/O J.E. Wright - "Sincere type of lad, wants to go aircrew after a taste of then service training under D.P.Y.T. Think he will do exceptionally well as Pilot."

Assessed at No.2 ITS as follows: "An alert looking airman. His background has not provided him with much opportunity, but with experience he should develop. He is cooperative and reliable and his attitude is good. He is anxious to remain in aircrew. He needs encouragement and must apply himself at all times in order to succeed." Placed 91st in a class of 145.

Assessed at No.15 EFTS as follows: "Discipline average. Has lots of confidence in himself but is rather immature." Placed 18th in a class of 23 although in flying tests he was second in class of 23. Tiger Moth aircraft (needed ten hours day dual to first solo, total 31.55 day dual, 51.50 day solo and four hours night dual - 8.25 on instruments - 10.30 in Link). Considered above average in natural skill, instrument flying and in landing.

Assessed at No.10 SFTS as follows: "Above average, immature. Appearance and bearing good. Will develop with more experience." (S/L C.H. Clark, Chief Ground Instructor.). "Average progress. No outstanding flying faults. Quiet type - lacks enthusiasm - somewhat immature. Should develop into good service pilot." (S/L B.C. Andrew, Chief Flying Instructor). Placed 35th in a class of 49. Crane aircraft (63.50 day dual, 68.50 day solo, 8.20 night dual, 9.55 night solo - including 24.40 on instruments plus 22 hours in Link). Considered above average in night flying and formation flying.

Training at No.14 (P) AFU was 6 April to 8 June 1943. Oxford aircraft - 4.35 day dual to first day solo, 24.40 total day dual, 26.10 day solo (2.10 in formation); 1.10 night dual to first night solo, 3.10 total night dual, 2.20 night solo.

Report of training at No.20 OTU (10 June to 17 August 1943) on Wellington III and X aircraft

(5.50 day dual to first day solo, 6.35 day dual total, 7.20 day at controls with captain, 18.40 at controls without captain. Of this, 3.35 in formation and 2.00 on instruments. Also 15 hours in Link. 4.50 night dual to first night solo, 8.05 total night dual, 4.35 night at controls with captain, 21.55 at controls at night unaccompanied. "A normal AFU intake, this pilot showed promise from the first. He is steady, confident in his own ability, and knows how to handle his crew. He was completely trouble-free on the course, finishing well within the allotted time, having successfully completed all the required exercises. He has experience of a war load climb, has done two fighter affiliation exercises, and has shown considerable ability in formation flying. He has successfully completed four cross-countries by day and six by night, working well with his crew at heights up to 10,000 feet. Oxygen conditions caused him no trouble. It is considered that he might easily be a useful man for PFF when his experience has broadened. He might also be considered for commissioned rank in due course, though not in the immediate future. A good sound pilot who would be worth cultivating." (Signature illegible, 26 August 1943).

Crash on 16 March 1944. Halifax II, serial BB382 returning from operations against Sophia, flying in very heavy cloud and extremely adverse weather. At 0500 hours and 2,500 feet, when crew believed they were over sea, crashed into mountainside four miles north of San Nicandio. J20418 F/O H.C.C. Read (Navigator), J22844 F/O D.L. Smith (Air Bomber) and Wireless Operator killed instantly; pilot, flight engineer and tail gunner injured. He was initially treated for lacerations and skull fractures at Fourth American Hospital. Treated in England at Roman Way Convalescent Hospital.

Incident of 16 November 1944, Lancaster KB741. He stated, "On bombing run, altitude 15,000 feet, what looked like a cloud of window appeared 200 feet up starboard bow. It came towards the aircraft and appeared it would pass over, but did not and rear gunner reported both elevators hit, mid-upper reported his turret hit, oil pressure dropped to zero on port outer section, and engineer feathered. Starboard outer was on fire with a hole on bottom at rear of nacelle. This engine also feathered and fire finally put out in about 15 minutes. Elevator controls stiff and trim unserviceable, appeared to be jammed." Although crew also believed they had been hit by flak (he reported no aircraft immediately above), it was speculated that they had been hit by 4-pound incendiaries. "Pilot has done an excellent job in safely landing aircraft and returning from target on two engines." (G/C R.T. Turnbull).

Assessment dated 21 May 1945 when he had flown 750 hours (250 in previous six months). "Good average pilot and captain - quiet and unobtrusive in manner." (W/C W. McKinnon).

Application for Operational Wing dated 4 May 1945 claimed 31 sorties (210 hours 20 minutes), 9 March 1944 to 17 April 1945.

Form on repatriation dated 21 May 1945 stated he had flown 31 sorties (210 operational hours) and 340 non-operational hours. Last sortie was 16 April 1945. Types flown were Tiger Moth (15.00), Oxford (60.00), Wellington III and X (70.00), Halifax II, III and V (135.00) and Lancaster (270).

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MURRAY, F/O Douglas Gray (J85076) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 8 December 1921 in Southbank, British Columbia; home in Vancouver (tallyman); enlisted there 29 April 1941 and posted to No.2 Manning Depot. To No.38 SFTS (guard duty), 15 May 1941. To No.4 ITS, 20 June 1941; graduated and promoted LAC, 26 July 1941, posted that date to No.8 EFTS; graduated 9 September 1941 and posted to No.3 SFTS; graduated and promoted Sergeant, 5 December 1941. To "Y" Depot, 6 September 1941; to RAF overseas, 4 March 1942. Promoted Flight Sergeant, 1 March 1943; promoted WO2, 5 June 1943. Commissioned 13 February 1944. Promoted Flying Officer, 13 August 1944. Repatriated 21 December 1944. To Western Air Command, 31 December 1944. To No.122 Squadron, 8 February 1945. Retired 3 November 1945. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8827 has recommendation dated 23 August 1944 when he had flown 47 sorties (192 hours) as follows:

(* denotes daylight sortie)

30 July 1943 - Renscheid
3 August 1943 - Hamburg
3 October 1943 - Kassel
8 October 1943 - Hanover
22 October 1943 - Kassel
22 November 1943 - Berlin
25 November 1943 - Frankfurt
15 February 1944 - Berlin
1 March 1944 - Stuttgart
9 April 1944 - Lille
11 April 1944 - Aachen
18 April 1944 - Rouen
26 April 1944 - Essen
27 April 1944 - Friedrichshafen
30 April 1944 - Acheres
3 May 1944 - Montdidier
19 May 1944 - Boulogne
5 June 1944 - Longues
7 June 1944 - Foret de Cerisy
8 June 1944 - Fougères
11 June 1944 - Tours
15 June 1944 - Lens
16 June 1944 - Resescure
23 June 1944 - Coubroune

24 June 1944 - Middel Straete
6 July 1944 - Calquerean*
7 July 1944 - Caen
10 July 1944 - Nucourt*
12 July 1944 - Rollez*
14 July 1944 - Nucourt*
16 July 1944 - St.Philibert*
18 July 1944 - Wesseling
20 July 1944 - Monttanbin*
22 July 1944 - L'Hey*
23 July 1944 - Foret du Croc*
25 July 1944 - Stuttgart
28 July 1944 - Hamburg
30 July 1944 - Caen*
3 August 1944 - Trossy*
6 August 1944 - Foret de Nieppe*
7 August 1944 - TOTALIZE
9 August 1944 - Foret de Nieppe
11 August 1944 - Douai*
12 August 1944 - Russelsheim
14 August 1944 - Falaise area*
16 August 1944 - Stettin
16 August 1944 - Le Culot*

Flying Officer Murray is an outstanding captain of aircraft who continues to show the most praiseworthy determination to attack his target regardless of the opposition. In all, he has flown on 47 sorties and he has recently operated in the important role of visual marker with much success.

In view of this officer's excellent record of devotion to duty and tenacity, he is recommended for the non-immediate award of the Distinguished Flying Cross.

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MURRAY, FS Duncan McKerral (R160850) - **Distinguished Flying Medal** - No.44 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born 1 June 1914 in Campbelltown, Scotland; home in Lousana, Alberta; enlisted in Calgary, 6 May 1942. To No.3 Manning Depot, 21 May 1942; to No.2 WS, 12 July 1942. Promoted LAC, 20 August 1942. Posted to No.3 BGS on 23 January 1943. Graduated and promoted Sergeant, 16 April 1943. To "Y" Depot, 30 April 1943. To RAF overseas, 3 May 1943. Promoted Flight Sergeant, 16 October 1943. Commissioned 16 December 1944 (J92806). Repatriated 21 December 1944. To No.1 Air Command, 31 December 1944. To No.7 Release Centre, 19 March 1945. Retired 22 March 1945. Medal sent

by registered mail 29 July 1947. Died in Red Deer, Alberta, 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 2/9632 has recommendation dated 15 May 1944 when he had flown 29 sorties (202 hours 54 minutes), 20 October 1943 to 22 April 1944.

20 October 1943 - Leipzig (7.18)
22 October 1943 - Kassel (4.05), DNCO
3 November 1943 - Dusseldorf (4.34)
2 December 1943 - Berlin (7.17)
3 December 1943 - Leipzig (7.17)
16 December 1943 - Berlin (8.03)
20 December 1943 - Frankfurt (6.12)
1 January 1944 - Berlin (7.48)
5 January 1944 - Stettin (9.13)
20 January 1944 - Berlin (7.04)
21 January 1944 - Berlin (7.19)
27 January 1944 - Berlin (8.58)
28 January 1944 - Berlin (7.42)
30 January 1944 - Berlin (6.53)
15 February 1944 - Berlin (6.59)
19 February 1944 - Leipzig (7.14)
20 February 1944 - Stuttgart (7.58)
24 February 1944 - Schweinfurt (7.23)
10 March 1944 - Ossun (8.03)
15 March 1944 - Stuttgart (7.54)
18 March 1944 - Frankfurt (6.07)
22 March 1944 - Frankfurt (6.05)
24 March 1944 - Berlin (7.43)
26 March 1944 - Essen (5.21)
30 March 1944 - Nuremburg (7.24)
5 April 1944 - Toulouse (8.10)
9 April 1944 - GARDENING (9.08)
20 April 1944 - La Chapelle (4.49)
22 April 1944 - Brunswick (6.56)

Flight Sergeant Murray as Rear Gunner in his crew has taken part in 28 successful operational sorties. The targets he has visited include Berlin (ten times), Frankfurt (three times) and Leipzig (twice). This non-commissioned officer has invariably shown the greatest keenness to fly and fight and his efficiency and personal courage and cheerful spirit have all been on the same high level. It is these qualities which have made him an inspiring example to his fellow Air Gunners and to his crew.

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MURRAY, F/L Elbert Alonzo (J15142) - **Mention in Despatches** - No.410 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 6 December 1920 at Stellarton, Nova Scotia; home there; enlisted in New Glasgow, 23 September 1940. To No.1 WS, 11 October 1940. To No.1 ITS, 13 November 1940; graduated and promoted LAC, 22 December 1940); posted that date to No.3 EFTS; graduated 9 February 1941 when posted to No.2 SFTS; graduated and commissioned 5 May 1941. To Halifax, 29 May 1941; arrived in Iceland, 16 June 1941; to Britain, 7 July 1941. Posted to No.59 OTU, 7 July 1941; to No.410 Squadron, 23 August 1941. To No.406 Squadron, 24 September 1941. Promoted Flying Officer, 5 May 1942; promoted Flight Lieutenant, 5 August 1942; posted to No.410 Squadron, 28 April 1943. Killed in flying accident, 30 July 1943 (Oxford V3744); buried in England. On a navigation practice flight with F/O Peter Littlewood (Vancouver). Aircraft was flying level at 3,000 feet and went into vertical dive without explanation. RCAF photo PL-3339 shows him saluting G/C F.S. McGill after receiving wings at No.2 SFTS. RCAF photo PL-3354 shows recent pilot graduates of No.2 SFTS - LAC D.E. MacKinnon (Advocate, Nova Scotia), LAC M. D. MacKenzie (Picton, Nova Scotia), LAC H.L. Spinney (Central Argyle) and LAC E.A. Murray (Stellerton, Nova Scotia). RCAF photo PL-4642 (ex UK-380) refers to him taking off in a Boulton-Paul Defiant.

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MURRAY, F/L Francis Neville (J21443) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 23 May and AFRO 1380/44 dated 30 June 1944. Born 4 August 1918 in St.Joseph, Trinidad. Home at Maxwell Coast, Bahamas. Educated in England. Enlisted in Toronto, 28 November 1941 and posted to No.1 Manning Depot. To No.1 Training Command, 21 December 1941. To No.6 ITS, 14 March 1942; graduated and promoted LAC, 8 May 1942; to No.3 EFTS, 6 June 1942; to No.9 EFTS, 20 June 1942; graduated 14 August 1942 and posted next day to No.16 SFTS; graduated and commissioned 4 December 1942. To No.1 GRS, 27 December 1942. To "Y" Depot, 29 December 1942; to RAF overseas, 4 January 1943. Promoted Flying Officer, 4 June 1943. Promoted Flight Lieutenant, 1 December 1943. Promoted Squadron Leader, 29 April 1944. Repatriated July 1945; to Western Air Command, 20 July 1945; to No.4 Release Centre, 3 September 1945; retired 8 September 1945. Medal presented at Buckingham Palace 11 August 1944. RCAF photo PL-26869 (ex UK-7321 dated 13 January 1944 shows F/O Tommy Head (Glance Bay, navigator, left) and L F.N. Murray (Trinidad, pilot, right). Caption reads in part, "Members of the Lion Squadron they had a harrowing experience during a trip to Berlin recently when one of their own aircraft from above unloaded incendiaries which crashed through the starboard tail plane of their Halifax bomber, the starboard wing and bent an aileron which made it difficult to control the kite and keep it on an even keel. To add to their troubles they were shot up by flak on the way home after successfully dropping the bombs on the target but managed to get back to an airfield of the coast of England without injury to any members of the crew."

Aircraft identified as "P-Peter". RCAF photo PL-31914 (ex UK-14049 dated 18 August 1944) shows three captains of No.427 Squadron - F/L Murray Marshall (Lancaster, Ontario), S/L Neville Murray, DFC (Port of Trinidad), and P/O Jack Wood (Vancouver). RCAF photo PL-31706 (ex RCAF UK-13433) taken during King's visit to No.6 Group, 11 August 1944 and shows F/L W.M Stephen, DSO, W/C George Cribb, DFC and S/L Neville Murray, DFC. Photo PL-31701 (ex UK-13428 dated 14 August 1944) also shows Stephen, Cribb and Murray. Photo PL-32492 (ex UK-14108 dated 14 June 1944 taken on posting of W/C R.S. Turnbull (centre) from No.427 Squadron when he was presented with a cigarette case; left to right are F/L A.G. "Mike" McAuley (Belleville, Ontario), S/L George Cribb, DFC (RAF, flight commander), Turnbull, F/L H.O. Holroyde (Toronto, squadron adjutant) and S/L Neville Murray, DFC (Trinidad, flight commander). RCAF wartime photo is PL-32401. Photo PL-44277 (ex UK-21696 dated 25 May 1945) shows him with his bride, the former Corporal Muryl Burdett of Kimberly, British Columbia. She was given away by Captain F.W. Slade of Kimberly. Died 6 July 1985 in Streetsville, Ontario as per **Legion Magazine** of October 1985. No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation dated 23 February 1944 when he had flown 15 trips (117 hours 50 minutes):

This officer has successfully completed fifteen operational bombing sorties on some of the most heavily defended targets. His courage and determination have always been of the highest order and at all times [he] has shown great tenacity to strike at the enemy. On two occasions, this captain has brought back to base his badly crippled bomber. His quiet and confident manner has been an inspiration to all those who come in contact with him.

The sortie list was as follows:

15 September 1943 - Montlucon (3.45, second pilot, duty not carried out)
22 September 1943 - Hanover (6.05, second pilot)
23 September 1943 - Mannheim (6.20)
27 September 1943 - Hanover (6.45)
3 October 1943 - Kassel (7.40)
4 October 1943 - Frankfurt (8.15)
8 October 1943 - Hanover (5.50)
3 November 1943 - Dusseldorf (6.20)
18 November 1943 - Mannheim (8.25)
19 November 1943 - Leverkusen (6.15)
22 November 1943 - Berlin (7.50)
25 November 1943 - Franfort (8.10)
29 December 1943 - Berlin (8.35)
28 January 1944 - Berlin (8.25)
15 February 1944 - Berlin (7.10)

19 February 1944 - Leipzig (4.25, duty not carried out)
20 February 1944 - Stuttgart (7.35)

RCAF Press Release No. 3593 dated 2 January 1944 reads:

WITH THE R.C.A.F. BOMBER GROUP OVERSEAS.....Skilful handling of the aircraft by the pilot, F/L F.N. Murray, a Trinidad boy who joined the R.C.A.F. in the city of Toronto, Ontario, was responsible for saving the lives of five Canadian members of the crew of a Halifax bomber, from the Lion Squadron of the R.C.A.F. Bomber Group in England, during a recent attack on the German capital of Berlin.

The crew of "P", for "Peter", had just dropped their bomb load on the target when the aircraft was hit and sent spinning down 2,000 feet.

"We had a perfect trip to the target", said Murray. "We were bang on track and the bomb doors were just closing when something fell from above and crashed through the starboard tailplane, the starboard wing, and bent the aileron. The aircraft went into a spiral dive and we lost about 2,000 feet. I finally got control again and then it was a problem of trying to "stooge" home at 145 miles per hour. The "kite" kept dropping to starboard and it was impossible to stay on track.

"To add to our troubles, we ran into a heavy flak barrage over Bremen and got shot up, and we were forced to take evasive action to get out of it, which wasn't very easy owing to the condition of the aircraft. The flak barrage lit the Halifax up like daylight. One piece came through the starboard window by the co-pilot's seat.

"Owing to the strong head winds, it was doubtful whether we would have enough petrol to reach the English coast, but it finally loomed up ahead of us and we came down at the first aerodrome we sighted", Murray said.

"It was a wizard show on the part of the "captain", said F/O J.T. "Tommy" Head, Glace Bay, Nova Scotia, navigator of the crew. "He was soaking wet from perspiration when we landed and just to show he was "still on the beam", he made a perfect landing. Upon examination after we landed, it was discovered that a gaping hole had been torn in the tail plane," Head said.

It was the twelfth sortie over enemy territory for the captain of the aircraft and the tenth for the balance of the crew.

Other Canadian members of the crew were F/S G. Southcott, St. Catherines, Ontario, bomb aimer, Sergeant H. Larivée, Timmins, Ontario, rear gunner,

Sergeant W.A. Stiles, Innisfail, Alberta, who was making his second trip as “second dickey”, and Sergeant G. Webb of Timmins, Ontario, mid-upper gunner.

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MURRAY, F/L Frederick Thomas (J18113) - **Distinguished Flying Cross** - No.401 Squadron - Award effective 9 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945. Born 28 May 1922 at Windsor, Ontario; home in Saint John, New Brunswick (bank clerk and ex-Royal Canadian Artillery). Enlisted in Moncton, 2 August 1941. To No.5A Manning Depot, 26 August 1941. To No.31 OTU, 11 October 1941. To No.3 ITS, 23 November 1941; graduated and promoted LAC, 17 January 1942 but not posted to No.22 EFTS until 1 February 1942; may have graduated 27 March 1942 but not posted to No.2 SFTS until 11 April 1942; graduated and promoted Sergeant, 31 July 1942. To “Y” Depot, 14 August 1942; to RAF overseas, 20 April 1942. Commissioned 17 June 1943; promoted Flying Officer on 17 December 1943; promoted Flight Lieutenant on 24 December 1944. Further trained at No.5 (P) AFU (11 September to 13 October 1942) and No.53 OTU (13 October 1942 to 13 January 1943). With No.412 Squadron (13 January 1943 to 24 March 1944 and 3 October to 24 December 1944) and No.401 Squadron (24 December 1944 to 22 February 1945). Shot down and taken prisoner, 22 February 1945, repatriated to Canada on 1 June 1945, released 28 August 1945. Aerial victories as follows: **26 November 1944**, one FW.190 destroyed, Venlo; **5 December 1944**, two Bf.109s destroyed southwest of Wesel plus one Bf.109 probably destroyed; **29 December 1944**, one FW.190 destroyed. Munster/Rheine; **14 January 1945**, one FW.190 destroyed, Munster; **23 January 1945**, two Ar.234s damaged at Munster (one further damaged, shared with eleven other pilots).

Flight Lieutenant Murray has completed very many sorties including a number of successful attacks against locomotives and other targets on the ground. In air combat he has destroyed five enemy aircraft. This officer has set a fine example of skill, courage and tenacity.

NOTE: Public Record Office Air 2/9044 has recommendation dated 15 January 1945 drafted by S/L W.T. Klersy. Murray had then flown 125 sorties (180 hours) and was “A” Flight Commander.

Flight Lieutenant Murray has displayed an exceptionally high standard of courage and devotion to duty in his 180 hours of operational flying. Under his able leadership, his flight has destroyed many enemy aircraft and has had spectacular success in shooting up enemy locomotives and ground targets.

On the 5th December 1944, Flight Lieutenant Murray was leading a section of five aircraft from No.412 Squadron on a dive-bombing mission when they encountered 50-plus Messerschmitt 109s. Flight Lieutenant Murray attacked immediately with the result that his section destroyed four enemy aircraft and

probably destroyed another. Of these, Flight Lieutenant Murray personally accounted for two destroyed and one probably destroyed. On January 14th, 1945, Flight Lieutenant Murray showed exceptional leadership while leading the squadron on a combined Armed Reconnaissance Fighter Sweep. Flying over Twente aerodrome, he observed enemy aircraft taking off and immediately got the squadron in position for attack. Waiting for all the enemy to get airborne he led an attack into them, resulting in the destruction of five Focke Wulf 190s. Flight Lieutenant Murray personally accounted for one, bringing his total score to five destroyed and one probably destroyed.

This officer's keenness and devotion to duty have set a fine example for the other members of his squadron and he has played a most commendable part in the squadron's success.

This was minuted on 23 January 1945 by W/C D.B. Russel:

This officer has displayed great courage and initiative in seeking out and destroying the Hun wherever he can be found. I strongly recommend him for an immediate Distinguished Flying Cross.

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MURRAY, P/O George Bremner (J15476) - **Distinguished Flying Cross** - No.401 Squadron - Award effective 10 September 1942 as per **London Gazette** dated 29 September 1942 and AFRO 1653/42 dated 16 October 1942. Born in Winnipeg, 2 December 1920; home in Halifax where he was a student; enlisted there 14 August 1940. To No.2 ITS, 30 September 1940; graduated and promoted LAC, 28 January 1941; posted that date to No.16 EFTS; to No.2 Manning Depot, 28 March 1941; to No.11 SFTS, 10 April 1941; graduated and promoted Sergeant, 4 July 1941. To Embarkation Depot that date; to RAF overseas, 25 July 1941. Trained overseas at No.53 OTU, Llandow. Commissioned 15 May 1942. Promoted Flying Officer, 21 September 1942. Promoted Flight Lieutenant, 24 September 1943. Repatriated to Canada 16 October 1944; to No.1 BGS, 20 November 1944; to No.1 SFTS, 18 December 1944. To No.124 Squadron, 27 February 1945. To "Y" Depot, 24 January 1946; to United Kingdom, 15 March 1946. Repatriated 31 March 1946. released 23 October 1946. Returned to RCAF service. Died 19 June 2005. Aerial victories as follows: **1 May 1942:** one FW.190 damaged; **17 August 1942:** one FW.190 destroyed (shared with F/L J. Whitham) plus one FW.190 probably destroyed and one FW.190 damaged; **28 August 1942:** one FW.190 probably destroyed; **29 August 1942** one FW.190 damaged; **9 October 1942:** one FW.190 destroyed (shared with Flight Sergeant Gimbel) plus one FW.190 damaged; **17 January 1943:** one FW.190 damaged; **7 June 1944:** one Ju.88 destroyed (shared with F/O W.A. Bishop). Medal presented at Buckingham Palace 8 December 1942. RCAF photo PL-28276 (ex UK-8607 dated 21 March 1944) shows him in front of Spitfire. Photo PL-56970 shows him as a Wing Commander, Staff College, 22 May 1953.

Pilot Officer Murray has carried out numerous sorties. He is an excellent leader whose resource and skill in action have proved inspiring. He has set a praiseworthy example to others.

NOTE: Public Record Office WO 208/3349 has an MI.9 report of his evasion. He took off from Beny-sur-Mer at 2030 hours, 27 June 1944. The narrative was as follows:

I was one of a squadron on armed reconnaissance over the area of La Ferte Mace (Sheet 7G - 0102). We were flying at about 10,000 feet and in turning to deal with a Focke Wulf 190 which was attacking one of our Spitfires, was hit by another FW.190. I called by CO that the aircraft was hit, but that I was okay and returning to base. My engine was turning over at 4,500 revs, constant speed unit was smashed and there was a heavy oil leak. On the way home oil and smoke came from the front three stacks and the aircraft was in flames. I called up my CO again, said I was baling out and did so at about 7,000-8,000 feet.

After trouble with my parachute, which opened at about 3,000-4,000 feet, I made a good landing at approximately Sheet 7G, 0519, near Briouze (Sheet 7G, 0115). My aircraft was a burning wreck. I hid my parachute in a clump of trees, and checked my aid box etc. Whilst I was doing this a Frenchman passed; I asked him if there were any Germans in the vicinity, and on getting a negative reply went with him to where I had hidden my parachute, and asked that he bury it together with some of my other discarded kit. He took me to a barn where I met another man who gave me some food and civilian clothes.

I asked if they could assist me to contact the Resistance people. Later another man brought a couple of bikes and he and I set out for Argentan (2719). We went through Ecooche (1916) and then southeast, but by nightfall my bike had suffered punctures and the chain broke, so we spent the night in the woods. The following day another bike was brought out to me in a cart, and we continued our journey until near St. Hilaire la Gerard (0231), where I hid up for two days.

Here I was joined by an American pilot, Lieutenant Richard S. Reid, and a Canadian paratrooper, James McPherson. We contacted another man and lived in the forest seven kilometres north of St. Hilaire.

On 10 July 1944 my CO, S/L L. Cameron, and a British paratroop officer were brought to the barn. They were on their way to Spain. They had French papers, but not proper photographs. My Squadron Leader had the picture of a young boy on his card, and as I had a spare photo which was more like my CO than the boy's was, he stuck mine on the card. The English officer spoke French, and as a result of his conversations with the Frenchmen, advised us to clear out.

Whilst here I saw a dogfight during the course of which a German pilot machine-gunned a member from a Lightning aircraft who had baled out. The American pilot was badly burnt on the face, wrist and ankles. I dressed his wound and the French said they would look after him. His name was Lieutenant James Frederick, and when we quitted the forest we brought him with us.

We started for St. Lo but were dissuaded by the local chief of Resistance, who put us in houses in Montmerre (3006) and said we should stay there until he returned with an escape plan some 15 days later.

On 30 July we decided to leave our helpers and find others. We were contacted by another man who housed us in the same town, and as the radio told us of the approaching Americans, we decided to await them.

On 9 August 1944 we gathered from the radio that the American advance was not coming in our area, so Reid and I decided to hit southwest for Mayenne (8171). We walked through the night until about midday. It had taken one and a half hours to cross the Corrooges-Sees road due to the east-bound traffic, but the Preen-Paul-Mayenne road at approximately 201881 at 1030 hours on 10 August was practically deserted. After a rest we continued on our way passing south of Preen Paul through Loup Fourgeres (010745) to Hardances (969745) thence to Grazay (9089). On 13 August we got a Frenchman to guide us - he kept 400 yards in front. We went to Marille la Ville (8971).

About four kilometres east of Mayenne we ran into the Americans.

He further reported that he had been lectured several times on evasion and escape, the last occasion being 5 June 1944. He had given about 500 francs to the wounded American and paid his helpers 1,500 francs for his keep. A supplementary report stated:

Marcel Escriscie of Montmerre was the man who looked after me, and later all of us. He organised where we should stay and moved us around when necessary. I cannot speak too highly of his help. In Montmerre I stayed from 11-30 July 1944 with Madame Lemoine and from 1-9 August with Madame Bru who lived about two kilometres out of Montmerre. Our final guide who led us towards the American lines was Maurice Blicquet - one of the Resistance chiefs of Mayenne.

I heard that S/L Shepherd, 412 Squadron was given away by a French informer.

Madame Poirier of Montmerre was the lady who looked after Lieutenant Frederick's burns.

Robert Frankart was the man with whom we stayed in the forest north of St.

Hilaire, 29 June to 10 July 1944.

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MURRAY, P/O George Ernest (J87955) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 25 April 1921, Lakeside, Hampton County, New Brunswick; raised in Saint John, New Brunswick; home given in press release as London, Ontario; enlisted in Moncton, 8 June 1942. Formerly in Saint John Fusiliers. Trained at No.3 ITS (graduated 18 December 1942) and No.4 AOS (graduated 16 April 1943). Flew tours with Nos.427 and 415 Squadrons. Commissioned July 1944. Released 23 August 1945. Medal presented 17 August 1949. Rejoined RCAF, 26 February 1952 (46479), retiring to Ottawa, 13 October 1970. Joined Employment and Immigration Canada (telecommunications). Died in Ottawa, 21 October 2011.

Throughout his tour of operations, Pilot Officer Murray has consistently shown high courage, determination and resourcefulness. In May 1944 he was navigator in an aircraft detailed to attack Louvain. Prior to the departure from base he sustained an injury to his right wrist. Although in great pain, Pilot Officer Murray insisted on continuing his allotted tasks in order that his aircraft could proceed on the mission. He displayed the utmost fortitude in navigating his aircraft to the target and back to base in difficult circumstances. Subsequent examination revealed that his right wrist was broken. His gallant action has won the admiration of the whole of his squadron.

The original recommendation, drafted 10 October, is found in DHH file 181.009 D.1633 (National Library and Archives, RG.24, Volume 20603). He had completed 32 sorties (159 hours): sortie list and text as follows:

2 December 1943 - Le Mans (5.30)
9 April 1944 - Paris-Villeneuve St. George (1.15, duty not carried out)
18 April 1944 - Paris-Le Bourget (5.40)
20 April 1944 - Lens (4.20)
22 April 1944 - Dusseldorf (5.35)
24 April 1944 - Karlsruhe (7.15)
26 April 1944 - Paris-Villeneuve St. George (5.05)
10 May 1944 - Ghent (4.50)
12 May 1944 - Louvain (4.40)
17 June 1944 - Oisemont (4.55)
27 June 1944 - Wizernes (4.00)
28 June 1944 - Metz (7.00)
4 July 1944 - Paris-Villeneuve St. George (6.25)
6 July 1944 - Siracourt (4.45)
9 July 1944 - Ardouval (4.20)

1 August 1944 - Ferme de Forrestel (3.55)
3 August 1944 - Foret de Nieppe (3.45)
5 August 1944 - St.Leu d'Esserent (3.50)
7 August 1944 - La Hogue, army co-op (3.55)
8 August 1944 - Foret de Chantilly (4.35)
9 August 1944 - Foret de Nieppe (3.45)
10 August 1944 - La Pallice (6.10)
12 August 1944 - Mont Richard (5.00)
16 August 1944 - Kiel (5.30)
18 August 1944 - Bremen (6.15)
25 August 1944 - Brest (4.40)
27 August 1944 - Mimoyecques (3.10)
28 August 1944 - Oeuf en Ternois (3.10)
31 August 1944 - Ile de Cezembre (4.40)
3 September 1944 - Volkel (3.40)
9 September 1944 - Le Havre (4.20)
10 September 1944 - Le Havre (4.05)

One night in May of this year Pilot Officer Murray was the navigator of an aircraft detailed to attack Louvain. Prior to departing for the operation he sustained injury to his right wrist. Although in great pain, Pilot Officer Murray insisted on carrying out his duties in order that his aircraft could proceed on the mission. He displayed dogged determination and skill in navigating his aircraft to the target and back to base under adverse conditions. Subsequent examination revealed that his wrist had been broken. During all the sorties in which he has participated this officer has displayed exceptional ability and devotion to duty. It is recommended that, in recognition of his work as an aircrew member, Pilot Officer Murray be awarded the Distinguished Flying Cross.

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MURRAY, WO George Francis Denis (R79421, later J19927) - **Distinguished Flying Cross** - No.34 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 10 December 1943 and AFRO 297/44 dated 11 February 1944. Born Verdun, Quebec, 22 April 1922; home there (clerk); Enlisted in Montreal, 28 April 1941. To No.4A Manning Depot, 6 May 1941. To No.5 Equipment Depot, 30 June 1941. To No.3 ITS, 26 July 1941; to Trenton, 24 September 1941. Promoted LAC, 9 October 1941; to No.4 BGS, 28 October 1941. Graduated and promoted Sergeant, 11 January 1942. To RAF overseas, 17 January 1942. Promoted WO2, 11 January 1943. Commissioned 25 February 1943. Promoted Flying Officer, 28 August 1943. Repatriated 14 September 1944. To No.9 BGS, 23 October 1944. Promoted Flight Lieutenant, 25 February 1945. To No.1 Composite Training School, 22 March 1945. To No.1 Air Command, 11 April 1945; to No.2 ANS, 23 April 1945. To No.1 Flying Training School, 16 September 1945. To Release Centre, 13 February 1946. Retired 15 February 1946. Medal

presented 25 February 1949.

A most capable and efficient air gunner, Warrant Officer Murray has at all times displayed great devotion to duty and a fine fighting spirit. He has participated in many night bombing attacks against some of the enemy's most heavily defended targets, skilfully directing his captain to avoid searchlights and anti-aircraft fire.

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MURRAY, S/L Hugh Gordon (C2554) - **Member, Order of the British Empire** - Station Greenwood - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Enlisted in London, Ontario, 19 August 1940 in Navigator Trade. Granted rank of Flying Officer, 9 November 1940. As of 16 May 1941 he was at No.12 SFTS. Promoted Flight Lieutenant, 15 January 1942. To No.1 Central Navigation School, 5 July 1942. Reclassified for General Duties, 28 April 1943. Promoted Squadron Leader, 1 February 1944. To No.1 RNS, 5 August 1945. To Station Greenwood, 18 December 1945. To RCAF Air Navigation School, 7 March 1946. To Release Centre, 8 July 1946; retired 10 July 1946, settling in London, Ontario. Medal presented 29 May 1947.

This officer, as Chief Instructor of the RCAF Air Navigation School, has been largely responsible for the high standard of instruction in the more advanced stages of Air Navigation. His work in the compilation of Polar charts and in the sphere of higher mathematics associated with Astronomical Navigation has raised the art of Air Navigation to the status of a science. His high academic qualifications together with his habits of perpetual study and research in this field are of an international character which, if given the scope, could make Canada paramount among all other nations in the science of Air Navigation.

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MURRAY, F/O James Leo (C36046) - **Mention in Despatches** - No.9 Construction and Maintenance Unit - 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 4 October 1903. Home in Vancouver. Enlisted in Edmonton, 11 June 1941 in Clerk/Accounts trade and posted to No.1 Manning Dept. To No.1 Training Command, 14 July 1941. Promoted AC1, 11 September 1941. Promoted LAC, 1 January 1942. Promoted Sergeant, 26 January 1942. To No.9 War Casualties Accounts Section, 26 June 1942. Reverted to Corporal, 1 August 1942. Promoted Sergeant, 1 February 1943. To No.1 Officer School, 1 September 1943. Commissioned 2 September 1943. To Western Air Command, 30 September 1943. To No.9 War Casualties Accounts Section, 6 October 1943. Promoted Flying Officer, 2 March 1944. To Prince Rupert, 13 March 1944. To No.9 Construction and Maintenance Unit, 14 April 1944. To No.21 Communications and Support Unit, 22 November 1945. To Release Centre, 20 January 1946. Retired 25 January 1946.

This officer has displayed qualities of energy and resourcefulness of a most outstanding character. His skill and persistence in performing the work of his Department, under the difficult conditions existing in this Unit, are unquestioned. The unusual requirements of a Unit of this sort have presented problems difficult to correlate to the normal procedures of his branch, and it is due to his untiring and cheerful efforts that these matters have been solved. Long hours of work and a careful assumption of responsibilities beyond the normal requirements of his rank and appointments have been of great assistance to his Commanding Officer, and an example and inspiration to his men.

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MURRAY, F/O James Manuel (J22701) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 11 May 1917 in Petrograd, Russia. Educated in Rosemount School, Montreal, 1927-1932 and Commercial High School, Montreal, 1932-1936. Worked in Montreal (H.P. Blatchford Manufacturer, stenographer); enlisted in Montreal, 8 August 1940 as clerk and clerk stenographer. To AFHQ, 3 September 1940. Promoted AC1, 8 November 1940. Promoted LAC, 8 February 1941. Promoted Corporal, 1 May 1941. Promoted Sergeant, 15 August 1941. Remustered to aircrew in May 1942. Posted to No.1 ITS, Toronto, 25 May 1942; graduated 17 July 1942 (37th in a class of 52) but not posted until 15 August when sent to No.20 EFTS. Flew Tiger Moth aircraft (28.05 dual, 15.20 solo but was described as lacking natural flying ability. Chief Flying Instructor wrote, This student lacks air sense and coordination to avoid errors and continual efforts to correct result in his flying being rough and execution of manoeuvres below average. Conduct has been exemplary and ability as Flight Senior ranks him above average type who should make excellent aircrew material in another branch." Ceased training as pilot, 22 September 1942 and sent to Composite Training School pending reassignment. To No.4 BGS, 10 October 1942; to No.9 AOS, 5 December 1942. Graduated 22 January 1943 and commissioned.. To Station Mountain View, 23 January 1943; to No.1 BGS, 8 February 1943. Promoted Flying Officer, 22 July 1943. To "Y" Depot, Halifax, 2 August 1943. Embarked 26 August 1943; disembarked in Britain, 1 September 1943. To No.6 (Observer) AFU, 28 September 1943 (Anson aircraft, 29.30). To No.82 OTU, 9 November 1943 (Halifax aircraft, 45.55). To No.61 Base, 11 March 1944. Attached to No.1664 Conversion Unit, 18 March to 2 April 1944. To No.77 Squadron, 26 April 1944. Promoted Flight Lieutenant, 22 January 1945. After doing 43 trips with No.77 Squadron he became an administrative officer. Repatriated 22 January 1945. To No.1 Air Command, 2 February 1945; to No.9 AOS, 5 March 1945. To "Y" Depot, Halifax, 1 April 1945; arrived in Britain again, 13 April 1945. To No.76 Base, 9 May 1945. To No.63 Base, 2 July 1945. To RCAF Overseas Headhunters, 31 January 1946. Repatriated 30 August 1946. Granted commission in postwar RCAF, 1 October 1946 as Flight Lieutenant (Administration, service number 20513). To AFHQ, Directorate of Intelligence, 7 October 1946. To Composite Training School, Toronto, 25 May 1947. To AFHQ, 20 July 1947. To No.20 Tactical Wing, Rivers, 22 August 1947 (Adjutant and Security

Officer). Retired 4 June 1949. A card at Directorate of History and Heritage indicates that he was invested with the DFC at Buckingham Palace 16 October 1945. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Died in Ottawa, 22 November 1993. Public Records Officer Air 2/9050 has recommendation dated 20 December 1944 when he had flown 33 sorties (146 hours 54 minutes), which does not square with earlier information about 43 sorties. Sortie list (which is very similar to that of F/O W.W. Briggs, indicating they were in same crew) and supporting statement as follows:

7 May 1944 - GARDENING, North Sea (3.31)
9 May 1944 - Berneval (4.12)
10 May 1944 - Lens (3.51)
22 May 1944 - Orleans (5.42)
24 May 1944 - Beaumont (3.42)
5 June 1944 - Maisy (5.04)
8 June 1944 - Alencon (4.49)
11 June 1944 - Massy-Palaiseau (4.58)
12 June 1944 - Amiens (4.38)
16 June 1944 - Sterkrade (4.22)
22 June 1944 - Laon (5.01)
24 June 1944 - Noyelle en Chausse (3.29)
25 June 1944 - Montorgueil (3.24)
28 June 1944 - Blainville (6.50)
1 July 1944 - St.Martin (3.35)
6 July 1944 - Marquiss Memo (4.06)
12 July 1944 - Hauts Boissons (3.50)
17 July 1944 - Caen (4.40)
20 July 1944 - Chapelle Notre Dame (3.35)
28 July 1944 - Foret de Nieppe (3.30)
7 August 1944 - TOTALIZE 3 (4.10)
8 August 1944 - Chapelle Note Dame (3.40)
12 August 1944 - Brunswick (3.35)
14 August 1944 - TRACTABLE 22 (4.25)
16 August 1944 - Kiel (5.15)
17 August 1944 - GARDENING, Gironde Estuary (6.55)
3 September 1944 - Venlo (4.00)
11 September 1944 - Nordstern (4.35)
25 October 1944 - Essen (4.45)
28 October 1944 - Walcheren (3.05)
30 October 1944 - Cologne (4.50)
16 November 1944 - Julich (4.40)
18 November 1944 - Munster (5.00)
21 November 1944 - Sterkrade (5.45)

This officer as Air Bomber has now completed his first operational tour of 33 sorties, many of these demanding a high degree of skill and resolution. He has obtained a very good photographic record, with many Aiming Point photographs, which reveals tenacity of purpose of real merit and which undoubtedly contributed in no uncertain manner to the general operational success of the squadron.

Flying Officer Murray's record is one of devoted operational endeavour and his courage, together with his excellent application of skill to his important task, are worthy of high praise and he is considered fully deservant [sic] of the award of the Distinguished Flying Cross for which he is strongly recommended.

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MURRAY, F/O James Ross (J92267) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1822/45 dated 7 December 1945. Born 29 April 1911, London, Ontario; home in Toronto (clerk and bank accountant); enlisted in London, 6 February 1942. Posted to No.1 Manning Depot, 4 March 1942. To No.16 SFTS, 7 May 1942 (non-flying duties). To No.6 ITS, Toronto, 20 June 1942. Promoted Leading Aircraftman, 14 August 1942. Posted on 29 August 1942 to No.12 EFTS, Goderich; graduated 7 November 1942 and posted that date to No.1 SFTS. Reclassified an Navigation Trainee, 5 April 1943. Posted on 7 April 1943 to No.1 Manning Depot. To No.1 AOS, 15 May 1943; qualified as navigator, 1 October 1943 and promoted Sergeant that date. To "Y" Depot, Halifax, 16 October 1943. Embarked from Halifax, 22 October 1943; disembarked in Britain, 30 October 1943. To No.1 (Observer) AFU, 25 January 1944. To No.19 OTU, 21 March 1944. Promoted Flight Sergeant, 1 July 1944. To No.41 Base, 14 July 1944. To No.158 Squadron, 20 September 1944. Commissioned 8 November 1944. Repatriated to Canada 23 April 1945. To No.1 Air Command, Trenton, 8 May 1945. To No.1 WS, Mount Hope, 9 June 1945. To Composite Training School, Trenton, 10 August 1945. To AFHQ, Ottawa, 30 August 1945. To Material Command Headquarters, Uplands, 1 July 1946. To No.16 Explosives Depot, Debert, 7 July 1946. Accepted for postwar RCAF (number 20504), holding rank of Flying Officer as of 1 October 1946. Now classified as Accounts Officer. To No.5 Equipment Depot, Moncton, 11 April 1947. To No.11 Technical Service Unit, St. Laurent, 23 May 1950. To RCAF Administrative Reserve Group, 5 March 1951. Promoted Flight Lieutenant, 1 June 1951; to No.1 Group Headquarters, 4 October 1951; to No.2 Supply Depot, Vancouver, 5 March 1951. To No.1 Air Division, 25 September 1953. To Allied Air Forces Central Europe, 1 January 1956. Promoted Squadron Leader, 1 December 1956. To Station Clinton, 15 September 1956. Retired 16 September 1960. Died in Maple Ridge, British Columbia, 22 February 1984 as per **Legion Magazine** of June 1984. Medal presented 18 May 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8751 has recommendation dated 15 April 1945 when he had flown 35 sorties (204 hours 53 minutes),

27 September 1944 to 21 March 1945.

27 September 1944 - Calais (3.58) - Bombed aiming point.
30 September 1944 - Bottrop (4.37) - Attacked in cloud.
6 October 1944 - Sterkrade (4.12) - Good results
25 October 1944 - Essen (5.02) - 3,500 yards overshoot
29 October 1944 - Zoutelande (3.31) - Bombed aiming point.
30 October 1944 - Cologne (6.03) - Bombed through clouds.
2 November 1944 - Dusseldorf (5.55) - Many fires in target area.
4 November 1944 - Bochum (5.47) - Concentrated fires.
16 November 1944 - Julich (4.57) - Bombed aiming point.
18 November 1944 - Munster (5.15) - Bombed in cloud.
21 November 1944 - Sterkrade (7.11) - Bombed target indicators.
29 November 1944 - Essen (5.49) - Cloud over target.
21 December 1944 - Koln/Nieppe (6.08) - ditto.
28 December 1944 - Opladen (5.47) - ditto.
29 December 1944 - Koblenz/Mosel M/Y (6.13) - 5,700 yards from aiming point.
30 December 1944 - Cologne (6.48) - Good attack; cloud.
2 January 1945 - Ludwigshaven (6.55) - Bombed aiming point.
5 January 1945 - Hanover (5.19) - Cloud; many fires.
16 January 1945 - Magdeburg (5.52) - Many fires in target area.
22 January 1945 - Gelsenkirchen (5.44) - ditto.
1 February 1945 - Mainz (6.28) - ditto.
7 February 1945 - Goch (5.39) - Saw fires; bombed as ordered.
9 February 1945 - Wanne Eickel (5.35) - Bombed on target indicators.
13 February 1945 - Bohlen (7.48) - Concentrated fires.
14 February 1945 - Chemnitz (7.53) - ditto.
5 March 1945 - Chemnitz (8.31) - Bombed through clouds.
8 March 1945 - Hamburg (5.34) - 3 3/3 miles SW of A/P.
11 March 1945 - Essen (5.24) - Bombed through clouds.
12 March 1945 - Dortmund (6.03) - Cloud and smoke over T/A.
13 March 1945 - Wuppertal (5.40) - ditto
14 March 1945 - Homburg (6.08) - Many fires.
15 March 1945 - Hagen (6.11) - Fires seen in target area.
18 March 1945 - Witten (6.48) - ditto.
20 March 1945 - Recklinghausen (5.21) - 8 miles east of A/P.
21 March 1945 - Rheine (4.47) - Bombed visually.

Pilot Officer Murray has completed a tour of 37 sorties as a navigator in Halifax III aircraft with No.158 Squadron. All but two of these sorties have been directed against major targets in the most heavily defended areas of Germany.

Much of the success achieved by his crew was due to his accurate work, and an

assessment of his logs shows that his track keeping and navigation generally were of a very high standard.

In addition to his first-class work, Pilot Officer Murray revealed qualities of courage and coolness in the most hazardous circumstances. He faced the heaviest enemy fire with complete calm, and his unimpaired efficiency in such times gave confidence to all in crew.

It is strongly recommended that this navigator's good work and high courage throughout an excellent tour be recognized by the award of the Distinguished Flying Cross.

Notes: On repatriation form dated 12 April 1945 he stated he had flown 35 sorties (218 hours 45 minutes), the last on 21 March 1945. Also 172.20 non-operational hours. Types experienced were Anson (47.10), Whitley V (65.45), Halifax V (38.40) and Halifax III (238.50).

Assessed 13 April 1945 by W/C G.B. Read, noting he had flown 239 hours in last six months. "A good Navigator and officer whose work is consistently good and reliable. He has shown persistence and determination throughout his tour and endeavours to improve his knowledge and efficiency. He is of good appearance and well disciplined."

Training: Attended No.6 ITS, 22 June to 14 August 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, , Anti-Gas, Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 758 of a possible 1,000 points; placed 31st in a class of 62. "Mature, serious, dependable, working well and is well recommended. Second Aircrew recommendation - Air Observer."

Attended No.12 EFTS, 31 August to 23 October 1942. Tiger Moth aircraft - ten hours 15 minutes dual to first solo; 39 hours total day dual, 36 hours day solo, 3.45 night dual, 30 minutes night solo.

Flew twelve hours on instruments. Logged ten hours in Link. Courses in Navigation, Airmanship, Armament (written), Aircraft Recognition and Signals (written). Scored 502 points of a possible 700. Placed 33rd in a class of 43. "Slightly older type of student. Made an average mark in flying and had difficulty grasping things at first in Ground School, but applied himself very diligently. Pick him to be good service material. Link mark 63 percent."

At No.1 SFTS described as follows - "This student is below average pilot, especially on instruments. Will do well as Navigator. Discipline and appearance good."

Attended No.1 AOS, 17 May to 1 October 1943. Anson aircraft - 31.40 as first navigator by day, 29.10 as second navigator by day, 21.05 as first navigator by night, 16.00 as second navigator by night. Air Work assessed as follows - Air Navigation, Day (228/350), Air Navigation, Night (124/200), Log Keeping (165/200), Reconnaissance (58/100), Photography (64/100), Met

Observations (6/50). Ground school marks in Air Navigation Elements (132/200), Air Navigation Theory (150/200), Air Navigation Exercises (131/200), Meteorology (70/100), Signals, Practical (97/100), Aircraft Recognition (28/50), Reconnaissance (37/50), Photography (37/50) and Armament (36/50). "Older, more mature, a good man."

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MURRAY, F/L John Albert James (J12471) - **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 February 1918. Home in Halifax; enlisted in Moncton, 23 June 1941. To No.6 SFTS, 8 August 1941 (non-flying duties). To No.1 ITS, 27 October 1941; graduated 19 December 1941 and promoted to LAC. To No.2 EFTS, 19 December 1942; graduated 27 February 1942 but not posted until 14 March 1942 when sent to No.14 SFTS; graduated 3 July 1942 and commissioned. To Trenton, 1 August 1942; to No.1 GRS, 12 November 1942; promoted Flying Officer, 3 January 1943; to "Y" Depot, Halifax, 6 February 1943; to RAF overseas, 18 February 1943. Promoted Flight Lieutenant, 3 July 1944. Repatriated 2 August 1945. Released 20 September 1945. Photo PL-34934 is a portrait.

MURRAY, F/L John Albert James (J12471) - **Air Force Cross** - No.279 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Medal sent by registered mail 20 April 1949. No citation in AFRO. Public Records Office Air 2/9144 identifies unit and has recommendation; he had flown 680 hours, 180 on present duties and 78 in previous six months. Gives number as J12971 which is clearly wrong.

This officer served in No.281 Squadron from November 1943 until November 1944, when he joined No.279 Squadron. He has to his credit 150 hours operational flying. For the past eight months he has served as deputy flight commander and his loyalty, perseverance and initiative have been outstanding. He has proved to be an excellent pilot and has carried out numerous searches over enemy waters in adverse weather. On one occasion, Flight Lieutenant Murray was returning from search in June 1944 when, off Scapa Flow at about midnight and in conditions of 10/10 cloud, both engines of his aircraft failed. Nevertheless, Flight Lieutenant Murray brought the aircraft down on the water without incurring any damage. The ditching drill was carried out in an exemplary way and no casualties occurred. On another occasion, after taking off at Sumburgh in adverse weather, an engine failed completely. Flight Lieutenant Murray returned to base on one engine and, owing to a strong wind, low cloud and local topography, was forced to land across and slight down wind. The aircraft ran off the end of the runway, into the sea and caught fire. Flight Lieutenant Murray remained on top of the burning aircraft until all the occupants had got clear. He then jumped into the water and went to the assistance of an airman, a non-swimmer, in danger of drowning. This officer is an excellent captain of aircraft and has displayed the

highest standard of devotion to duty.

RCAF Press Release No. 7259 dated 4 November 1944, written by F/O Jack Birt, read as follows. It was to be used in association with photos UK-15852 to UK-15860:

With the RCAF in Coastal Command--- A member of the "Goldfish Club" himself, F/L Jack Murray of Halifax, Nova Scotia (11 Brussel Street) and Moncton, New Brunswick, spends his time saving "Goldfish".

A "Goldfish" is an airman who has been rescued from the sea after parachuting or a crash landing, and Jack Murray, 26 years old, is an outstanding pilot serving with the Air-Sea Rescue service operated from Great Britain by RAF Coastal Command.

Last June Murray helped save five crew members from the aircraft of the late F/L D.E. Hornell, only RCAF holder of the Victoria Cross, and has been involved in many other rescues.

But, proof of the dangers of his work, on two occasions Jack has been the "Rescuer Rescued." Each time he miraculously escaped injury and returned to the task of saving other men.

His first ditching occurred one day when he was searching the Atlantic for the crew of an RCAF Catalina that had been shot down while attacking a U-Boat. Both engines of his Warwick cut out and there was no alternative to landing in the sea. Murray released his airborne lifeboat, then brought the aircraft down so skilfully that he and his entire crew were uninjured. They were rescued later by the Navy.

Very recently Murray had a second "shaky-do" while trying to locate survivors from a distressed aircraft. His plane caught fire in the air and he piloted it to the nearest land. With flames and clouds of smoke belching from the machine, he completed a forced landing but in hitting the ground the aircraft was so damaged it could not be controlled and raced over the sides of a cliff, crashing to the sea below. Once again Murray and his entire crew, by quick thinking, escaped injury.

When the Hornell plane crashed into the Atlantic after its furious battle with a submarine last June, the crew were left clinging to a little dinghy in icy waters tossed high by bad weather. The men spent long hours alone until they were located by a Catalina flown by a Norwegian crew. Then Murray's Air/Sea Rescue plane found the spot and he dropped an airborne lifeboat.

The bad weather turned the rescue into a heroic tragedy. A sudden burst of high

winds caught the parachutes of the lifeboat carrying it too far away to be reached by the men in the water. F/L Hornell already close to exhaustion because of the exposure, wanted to swim the 500 yards and his crewmen had difficulty in preventing him from making the attempt.

Murray continued to circle the survivors, constantly signalling the position to his squadron's high speed rescue launch, until his gasoline supplies became almost exhausted. The launch arrived in time to save five Canadians, all of whom have since been decorated for their bravery. But F/L Hornell died just as the rescue launch was sighted, and the first award of the Victoria Cross to a man of the RCAF was made posthumously.

On this and on other occasions, Jack Murray maintained a flying record second to none in the Air-Sea Rescue Service of Coastal Command. Before enlisting in the RCAF, he was in charge of Meyer's Photographic Studios in Moncton, New Brunswick.

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MURRAY, A/C John MacLeod (C8932) - **Commander, Order of the British Empire** - Air Force Headquarters (Director of Accounts) - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born at Birkenhead, England, 18 July 1901 (RCAF press release announcing award). Educated in England and Wales, training as Chartered Accountant. Worked in Southampton for six years, then to British Marine Air Navigation. A member of the RAF Permanent Force; transferred to RCAF in Ottawa, 10 November 1941. Promoted to Wing Commander, 1 March 1941. Promoted Group Captain, 1 November 1943. Promoted Air Commodore, 1 December 1943. Medal presented 8 April 1948. Remained in postwar RCAF; awarded Queen's Coronation Medal, 21 October 1953 when at AFHQ. Retired 29 March 1957. Following citation was found in Governor General's Records, RG.7 Group 26, Volume 59, File 190-I (dossier 7).

Air Commodore Murray proceeded to Canada in January, 1940, on loan from the Royal Air Force in connection with the British Commonwealth Air Training Plan. He was actively employed in the inception of the Accounting Branch of the Royal Canadian Air Force and the development of many of the departments of the accounts and finance division have been due to his untiring efforts. Due to this officer's knowledge and experience, and in the public interest, he was transferred to the Royal Canadian Air Force in November 1941. He has acted as Deputy Air Member for Accounts and Finance since the inception of the division and throughout the performance of his duties has been outstanding. He continues to keep himself abreast of all developments in the service, is well versed in service procedure, and is absolutely dependable and trustworthy. He has the complete confidence of his staff and has always been zealous in obtaining a high degree of

efficiency in the work of all directorates. The devotion to duty and untiring efforts that he has displayed have been exceptional.

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MURRAY, F/O John Walter (J28235) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1085/45 dated 29 June 1945. Born 3 July 1921 in Sydney, Nova Scotia; home in Glace Bay, Nova Scotia (mill clerk); enlisted in Halifax, 21 August 1941. Posted to No.5A Manning Depot, 7 September 1941. To No.31 OTU, 11 October 1941 (non-flying duties). To No.3 ITS, Victoriaville, 22 November 1941; graduated 17 January 1942 and promoted to LAC. To No.22 EFTS, 1 February 1942. To No.13 SFTS, 11 April 1942. Promoted Sergeant, 31 July 1942 but nevertheless ceased training and posted to Station Boundary Bay, 10 August 1942. To No.7 BGS, 27 August 1942; to No.5 BGS, 5 March 1943; to No. 7 AOS, date uncertain but graduated 6 July 1943 (commissioned that date). To "Y" Depot, Halifax, 23 July 1943. To United Kingdom, 25 August 1943. Promoted Flying Officer, 9 January 1944. Repatriated 26 January 1945. Released 27 March 1945. Medal presented 10 January 1946.

Throughout his tour of operations Flying Officer Murray has shown himself to be a keen and courageous bomb aimer whose skill and determination have played a large part in the successful completion of many missions. He has participated in many attacks against heavily defended targets in the Ruhr Valley. On one occasion his aircraft was damaged while over the target and his eye was injured. Despite the resultant pain, he released his bombs and secured an excellent photograph before informing his captain of his injury. His fortitude and devotion to duty have been most commendable.

DHH file 181.009 D.2610 (Library and Archives Canada RG.24 Volume 20627) has recommendation by W/C R.L. Bolduc dated 17 November 1944 when he had flown 31 sorties (157 hours 45 minutes) as follows:

30 July 1944 - Anoye sur Seulle (4.25)
31 July 1944 - Coquereaux (4.40)
1 August 1944 - L'Hey (3.40)
3 August 1944 - Foret de Nieppe (3.55)
4 August 1944 - Bois de Casson (4.40)
5 August 1944 - St. Leu d' Esserent (5.15)
7 August 1944 - La Hogue (4.30)
8 August 1944 - Chantilly (4.45)
9 August 1944 - Prouville (4.05)
12 August 1944 - La Bretique (4.35)
13 August 1944 - Aisy (4.40)
15 August 1944 - Gardening (6.50)

18 August 1944 - Connantre (6.50)
31 August 1944 - Cezembre (4.30)
6 September 1944 - Emden (4.35)
10 September 1944 - Le Havre (3.45)
12 September 1944 - Gardening, Oslo (6.50)
15 September 1944 - Gardening, Oslo (6.50)
17 September 1944 - Boulogne (3.40)
24 September 1944 - Calais (3.00)
25 September 1944 - Calais (3.45)
27 September 1944 - Sterkrade (5.30)
11 October 1944 - Wanne Eickel (4.50)
14 October 1944 - Duisburg (5.25)
15 October 1944 - Wilhelmshaven (4.40)
22 October 1944 - Hanover (3.00, no sortie)
25 October 1944 - Essen (6.05)
26 October 1944 - Gardening, Oslo (6.50)
28 October 1944 - Cologne (6.25)
30 October 1944 - Cologne (5.25)
1 November 1944 - Oberhausen (5.45)
6 November 1944 - Gelsenkirchen (4.50)

As air bomber on a heavy bomber aircraft this officer has taken part in 31 attacks on enemy targets, many of them against the heavily defended localities of the Ruhr. Throughout his tour he has shown a keenness for his work and a determination to reach his target which have been most praiseworthy. He has carried on in the face of difficulties and discomfort. On one occasion he was struck in the eye by flying perspex on his run into the target, but only after he had released his bombs and obtained a picture of the aiming point did he inform his captain that he was in pain.

It is considered that this officer's fortitude and devotion to duty, combined with his record of skilful and determined operations, fully merit the award of the Distinguished Flying Cross.

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MURRAY, F/O Robert Gordon (J14460) - **Air Force Cross** - No.8 OTU - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 8 July 1918 in Saskatoon. Enlisted 20 June 1940. To No.1 Manning Depot, 23 June 1940. To No.2 ITS, 30 June 1940. Promoted LAC, 15 August 1940; to No.6 EFTS, 18 August 1940; to No.4 SFTS, 10 November 1940. Promoted Sergeant, 28 January 1941. Warned for embarkation, 22 February 1941; to RAF overseas, 6 March 1941. To No.11 OTU, 10 March 1941. To No.40 Squadron, 15 May 1941. To No.15 OTU, date uncertain. To Middle East, 23

June 1941. To No.108 Squadron, September 1941. To No.1653 Flight, 25 May 1942. Commissioned 6 July 1942. Repatriated 27 July 1942 via No.31 PD, Moncton. To No.36 OTU, 31 July 1942; promoted Flying Officer, 6 January 1943; to No.8 OTU, 30 June 1944. Promoted Flight Lieutenant, 6 August 1944. Embarked for United Kingdom, 14 April 1945, arriving 22 April 1945. To No.76 Base, 9 May 1945. Repatriated 24 April 1946. To Summerside, 9 May 1946. To Air Navigation School, 10 May 1946. Remained in postwar RCAF (Flight Lieutenant as of 1 October 1946; promoted Squadron Leader on 1 January 1952). To Northwest Air Command, 15 October 1946. To AFHQ, 1 February 1947. To Composite Training School, Toronto, 7 October 1947. To No.435 Squadron, 6 December 1947. To No.9406 Unit, Saskatoon, 3 February 1950. To No.406 Reserve Support Section, Saskatoon, 27 May 1951. To Tactical Air Group, Edmonton, 3 September 1952. To Staff College, Toronto, 3 September 1956. To No.2 Flying Training School, Moose Jaw, 30 July 1957. To No.3 Advanced Flying School, Gimli, 24 August 1957. To No.1 (Fighter) OTU, Chatham, 13 December 1957. To No.4 (Fighter) Wing, Zweibrücken, 5 June 1958 for duty with No.422 Squadron. Returned to Canada and posted to Station Penhold, 14 August 1962. To non-effective strength, AFHQ, 6 August 1963. Retired 16 January 1964. As of AFC award had flown 1,350 hours (405 as test pilot, 186 in previous six months). Died in Lambeth, Ontario, 29 January 1984 as per **Legion Magazine** of September 1984.

This officer, for the last eighteen months, has carried out all tests and modifications on Mosquito aircraft. he has carried out many hazardous flights and has continually displayed exceptional skill and loyalty in the performance of his duties. This officer's flying as a test pilot is worthy of high praise.

Recommendation raised by W/C C.C. Moran, 19 July 1944.

This officer has been employed as test pilot at No.36 OTU (now known as No.8 OTU) for over eighteen months, during which time he has carried out all tests and modifications on Mosquito aircraft. Flying Officer Murray has displayed exceptional skill in the performance of his duties and has conducted himself in keeping with the high traditions of the Service.

With this was a statement of flying times at the OTU since 19 August 1942 - Harvard (7.00), Oxford (ten hours), Bolingbroke (7.00), Hudson (95.00) and Mosquito (275). Types of tests were those after major and minor overhauls, after repairs, after assembly, and dive tests for rigging.

Notes: Application for Operational Wing dated 8 September 1944 listed the following operations:

3 May 1941 - No.11 OTU - Wellington - Nickel operation, Paris (5.10)
17 May 1941 - No.40 Squadron - Wellington - Boulogne (3.30)
27 May 1941 - No.40 Squadron - Wellington - Boulogne (2.55)
2 June 1941 - No.40 Squadron - Wellington - Dusseldorf (5.00)

26 June 1941 - No.15 OTU - Wellington - ferry to Gibraltar (11.00)
 27 June 1941 - No.15 OTU - Wellington - ferry to Malta (7.35)
 28 June 1941 - No.15 OTU - Wellington - ferry to Kabrit (7.20)
 28 September 1941 - No.108 Squadron - Wellington - Benghazi (11.20)
 3 October 1941 - No.108 Squadron - Wellington - Benghazi (10.50)
 5 October 1941 - No.108 Squadron - Wellington - Benghazi 10.25)
 9 October 1941 - No.108 Squadron - Wellington - Benghazi (10.55)
 15 October 1941 - No.108 Squadron - Wellington - Benghazi (10.00)
 27 October 1941 - No.108 Squadron - Wellington - Benghazi (11.00)
 4 November 1941 - No.108 Squadron - Wellington - Benghazi (10.50)
 9 November 1941 - No.108 Squadron - Wellington - Benghazi (10.55)
 11 November 1941 - No.108 Squadron - Wellington - Derna (8.20)
 15 November 1941 - No.108 Squadron - Wellington - Derna landing ground (9.00)
 18 November 1941 - No.108 Squadron - Wellington - Martuba landing ground (7.10)
 18 November 1941 - No.108 Squadron - Wellington - Tmimi landing ground (6.25)
 28 November 1941 - No.108 Squadron - Wellington - Berka landing ground (10.45)
 8 December 1941 - No.108 Squadron - Wellington - Derna landing ground (9.10)
 10 December 1941 - No.108 Squadron - Wellington - recalled (2.00)
 11 December 1941 - No.108 Squadron - Wellington - to and from advanced landing ground (3.30)
 13 December 1941 - No.108 Squadron - Wellington - Derna landing ground (10.00)
 26 January 1942 - No.108 Squadron - Wellington - Agheilia (11.35)
 31 January 1942 - No.108 Squadron - Liberator - Misurata (11.15)

On 4 July 1945 he stated that he had flown 22 sorties (220 hours) on operations. Overseas types had been Wellington (280 hours), Liberator (30 hours), Anson (60 hours) and Oxford (ten hours). Had also flown 160 non-operational hours overseas.

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MURRAY, S/L Stuart Elliot (J16199) - **Distinguished Flying Cross** - No.406 Squadron - Award effective 8 August 1945 as per **London Gazette** dated 17 August 1945 and AFRO 1507/45 dated 28 September 1945. Born 14 or 20 December 1919 in Grahamdale, Manitoba; home in Warren, Manitoba (mechanic); enlisted In Winnipeg, 7 November 1940. To No.2 Manning Depot, 17 December 1940. To No.3 ITS, 23 March 1941; graduated and promoted LAC, 20 April 1941 when posted to No.2 EFTS; may have graduated 21 June 1941 but not posted to No.6 SFTS until 2 July 1941; graduated and promoted Sergeant, 13 September 1941. Warned for embarkation, 14 September 1941. To RAF, 5 October 1941. RCAF Press Release 8181 dated 11 January 1945 states that he flew his first tour with the Lynx Squadron, commencing in the spring of 1942; he shot up seven trains and many vehicles but failed to gain any aerial victories. Commissioned 13 November 1942. Promoted Flying Officer, 13 May 1943. Promote Flight Lieutenant, 20 October 1943. Second tour also with Lynx Squadron. Promoted Squadron Leader, 7 January 1945. Repatriated 14 May 1945. Released 31 July 1945.

He had a brother, Douglas, who was a fitter in No.406 Squadron and brother George Murray was a radar mechanic in India. Medal presented 18 May 1946. Obituary stated he had remained in postwar RCAF, chiefly in Tactical Air Command units but cards do not substantiate this. Entered the oil business (North Star Oil, Shell Oil) and retired as Coordinator of Refineries, Shell Oil. Died in Toronto, 13 February 1997. Photo PL-42219 (ex UK-19063 dated 1 March 1945) shows S/L Stuart Murray (Warren, Manitoba) on left, S/L Don Freeman (Calgary) on right; Freeman described as having flown Defiants, Beaufighters and Mosquitos with No.406 Squadron; Murray a veteran of Beaufighters with the unit.

Squadron Leader Murray has completed two tours of operational duties. Recently he has taken part in a number of very long patrols in support of Bomber Command operations against such heavily defended targets as Berlin, Prague and Vienna. During these operations considerable damage has been inflicted on the enemy's lines of communication. As a flight commander Squadron Leader Murray has proved himself to be a courageous leader.

* * * * *

MURRAY, F/O Thomas Robertson (J36314) - **Distinguished Flying Cross** - No.626 Squadron (deceased) - Award effective 15 January 1945 as per **London Gazette** dated 12 February 1946 and AFRO 322/46 dated 29 March 1946. Born 8 February 1922 in Galt, Ontario; home there (printer, 1939-1942); enlisted in Hamilton, 29 July 1942. Granted Leave Without Pay until 23 October 1942 when posted to No.5 Manning Depot. To No.1 WS, 21 January 1943; to No.5 ITS, 20 February 1943; graduated and promoted LAC, 1 May 1943 but not posted to No.4 AOS until 15 May 1943; graduated and commissioned 1 October 1943; to "Y" Depot, 15 October 1943. Embarked from Halifax, 22 October 1943. Disembarked in Britain, 30 October 1943. To No.10 (Observer) AFU, 22 February 1944. To No.28 OTU, 28 March 1944. To No.11 Base, 19 June 1944. To No.626 Squadron, 12 August 1944. Killed in action 14/15 January 1945 (Lancaster LL959); buried in Germany. Medal presented to his mother at Government House, 7 November 1949.

Flying Officer Murray as navigator has completed numerous operations against the enemy in the course of which he has invariably displayed the utmost fortitude, courage and devotion to duty.

Crew of Lancaster LL959 when he was killed were as follows: J26257 F/L D.S. Nelson, DFC (pilot, subsequently POW), J36314 F/O T.R. Murray, DFC (navigator), J36270 F/O V.H. Halstead (air bomber), 160577 P/O R.J. Lacey (WOP), 1866584 Sergeant C. or O. Old (flight engineer), R219130 FS A.M.O. Walker (mid-upper gunner) and R223545 FS C.C. Merriman (rear gunner). The website "Lost Bombers" states that LL959 (coded UM-A2) was a Mk.I and was delivered to No.300 Squadron in May 1944 (no operations), joining No.626 Squadron on 2 June 1944. Took part in the following operations: Acheres, 10/11 June 1944; Stuttgart, 28/29 July 1944; Kiel. 26/27 August 1944; Frankfurt, 12/13 September 1944; Merseburg, 14/15

January 1944 (lost). Airborne at 1905 hours, 14 January 1944 from Wickenby to attack the Leuna synthetic oil plant at Mersenburg. Exploded south of the target area, ejecting F/L Nelson.

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MURRAY, G/C Walter Allan (C544) - **Officer, Order of the British Empire** - No.1 Central Navigation School - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946. Enrolled as Provisional Pilot Officer, 4 June 1929; qualified for wings, 19 August 1931; placed on Reserve List that day. To No.11 (Reserve) Squadron, 4 February 1934. Subsequently with Nos.111 and 113 (Reserve) Squadrons; to Active Force in Calgary, 27 October 1939. Appointed Chief Supervisory Officer, No.3 AOS, Regina, 13 September 1940. To AFHQ, 24 January 1941. Promoted Wing Commander, 1 June 1941. To RAF Ferry Command, 9 January 1942. Promoted Group Captain, 8 January 1943; posted that date to No.1 Central Navigation School. Served there to 15 September 1945; to Release Centre, 31 October 1945; retired 2 November 1945.

As Commanding Officer of No.1 Central Navigation School since January 1943, this officer has been entirely responsible for the successful operation of the unit. During this period his excellent judgement, tact and ability to surmount obstacles has contributed in raising the navigational standards of the Royal Canadian Air Force to a very high level. His devotion to duty, excellent example and constant thought for the well-being of all personnel has been instrumental in maintaining this unit at a very high state of efficiency.

* * * * *

MURRAY, FS William Alexander (R68471) - **Mention in Despatches** - No.427 Squadron (No.63 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 19 July 1906. Home in Ingersoll, Ontario; enlisted in London, Ontario, 19 September 1940 in Armourer Trade. To Trenton, 20 December 1940. Promoted AC1, 17 March 1941; to No.3 BGS, 18 March 1941; promoted LAC, 1 July 1941. Promoted Corporal, 1 March 1942. To "Y" Depot, 17 July 1942; to RAF overseas, 6 August 1942. Promoted Sergeant, 1 January 1943; promoted Flight Sergeant, 1 March 1943. Repatriated 18 June 1945. To No.8 OTU that date; to Greenwood for "Tiger Force", 31 July 1945. To "Y" Depot, 12 September 1945. Discharged 16 September 1945. DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation dated 11 July 1944:

This non-commissioned officer enlisted in September 1940 and was posted to the United Kingdom in August 1942. He is an Armourer (Bombs) and came to 427 Squadron in November 1942. He is in charge of the "bombing up" crews and continually has shown keen devotion to duty. Under the most trying conditions he has always completed the task in hand and his work in general is exceptional.

MURRAY, FS William Alexander (R68471) - **British Empire Medal** - Station Leeming (identified in AFRO only as "Overseas) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation dated 5 May 1945 when he was Flight Sergeant in charge, Daily Servicing (Armament). Medal presented 17 May 1948.

Enlisting 19.9.40, Flight Sergeant Murray was posted overseas 7.8.42. Since 9.11.42 he has been at Leeming. During this period he has shown himself to be an outstanding tradesman and an NCO of the highest order. Extremely efficient in organization and a remarkable knowledge of service regulations, Flight Sergeant Murray, through his cheerful manner and pleasing personality, has won the fullest co-operation of personnel under his command which has resulted in his section being one of the most efficient on the unit. He voluntarily works long hours far beyond the normal section requirements, with complete disregard for his personal welfare. He is at his best under pressure and no matter how difficult the job may be it will be carried out to the complete satisfaction of all concerned. Respected and admired by all ranks and highly regarded by his superior officers whom he serves under.

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MURRELL, P/O Sidney Leon (J16203) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 13 May 1943 and AFRO 1035/43 dated 4 June 1943. Born in Valley View, Texas, 19 March 1918; home in Gainesville, Texas; educated at Valley View Public School for ten years and at Oklahoma City Central High School. Courses included bookkeeping and dramatics. Employed as a clerk for two years. Enlisted in Windsor, Ontario, 1 February 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 19 February 1941. To No.1 Manning Depot, 18 March 1941; to No.20 EFTS (guard duty), 22 March 1941; to No.3 ITS, 27 May 1941. graduated and promoted LAC, 26 July 1941; posted that date to No.11 EFTS; to No.8 SFTS, 13 September 1941; graduated and promoted Sergeant, 5 December 1941. To "Y" Depot, 6 December 1941; to RAF overseas, 7 January 1942. Date of arrival in United Kingdom uncertain. To No.6 SFTS, 26 February 1942. Attached to No.1517 Beam Approach Training Flight, 4-13 March 1942. To No.23 OTU, 16 Junr 1942. To No.425 Squadron, 1 September 1942. Commissioned 20 November 1942. To No.432 Squadron, 1 May 1943. To No.405 Squadron, 8 June 1943. Killed in action 22 June 1943 (Halifax JD124); shot down by anti-aircraft fire over Schwafheim and crashed at 0200 hours. Medal presented to next-of-kin, 13 June 1944.

In January 1943 this officer, as captain of aircraft, was detailed for a daylight attack on a target in northwest Germany. Cloud cover was scanty, but with determination he succeeded in attacking an alternative target. On the return journey his aircraft was attacked by two Messerschmitt 109s. In the ensuing engagement, which lasted twenty minutes, the hostile aircraft made twelve

separate attacks but Pilot Officer Murrell, by skilful manoeuvring, enabled his gunners to frustrate the attackers. By his keenness, determination and fine fighting spirit this officer has set an inspiring example to all.

NOTE: Public Record Office Air 2/8950 has original recommendation by W/C J.W. St.Pierre, drafted on 20 March 1943 when he had flown 21 sorties (119 hours 40 minutes). This lists his sorties to that date and gives a slightly more detailed account of the incident described.

* denotes flying as a second pilot

** denotes daylight operation

5 October 1942 - Aachen (6.30)*
13 October 1942 - Kiel (6.00)*
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)
6 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)**
30 January 1943 - Oldenburg (6.25)**
4 February 1943 - Lorient (6.00)
7 February 1943 - Sea Search (5.50)**
11 February 1943 - GARDENING (4.05)
24 February 1943 - Wilhelmshaven (5.20)
3 March 1943 - Hamburg (6.15)
5 March 1943 - Essen (5.10)
12 March 1943 - Essen (4.50)

On the 30th January 1943, Pilot Officer Murrell (USA, RCAF) was captain of a Wellington bomber detailed for a daylight attack on Oldenburg. On the way to the target, about 30 miles from the enemy coast, cloud cover was scanty. However, Pilot Officer Murrell could see well built up clouds over the land, and as he had received no general recall signal, he decided to continue and to attempt an attack on the target. He did not reach his objective, but he did bomb a built-up area in enemy territory.

On the return journey, where no cloud cover existed, Pilot Officer Murrell was set upon by two ME.109Fs, which in the ensuing 20 minute running fight, made

twelve separate attacks. By skilful manoeuvring, Pilot Officer Murrell enabled both his beam and rear gunners to bring fire to bear on the attackers so that only on the final attack did they come to close range and score any hits.

Pilot Officer Murrell is an extremely enthusiastic bomber pilot and is an asset to the squadron. I recommend that he be awarded the Distinguished Flying Cross (Non-Immediate).

The Officer Commanding, Station Dishforth, supported this on the same day (20 March 1943), writing:

The keenness and determination showed by this officer on all occasions is such that he is an inspiration to all crews of the squadron. For the particular service mentioned above, I heartily endorse the recommendation of the Squadron Commander.

Air Vice-Marshal G.E. Brooks, Air Officer Commanding, No.6 Group, added, on 29 March 1943:

This pilot has developed a fine offensive spirit and merits the award recommended.

Notes: On 13 February 1943, 1940 hours, Wellington BK465, on operational sortie, at which time he had 146 hours 50 minutes solo on Wellingtons (75 hours 55 minutes at night) and a reported 333 hours 20 minutes solo on all types (111 hours at night). Aircraft damaged Category AC. "While flying on course 236" M tracking 215" at height 3,500 feet, calculated position 51°43' North 01° 40' West, in aircraft BK465, 'A' 'KW', we were met head-on at same height by an aircraft thought to be an Anson or Oxford, which appeared first out of a small cloud without his navigation lights on. Owing to the small space of time to evade, the only thing possible was to dive a bit, which I did missing with the front of our aircraft, but he struck my tail unit which was higher at the time, knocking off about half the fin and rudder and jamming the remainder of rudder. I then effected a forced landing at Harwell after jettisoning about 300 gallons of petrol. Did not jettison bombs." The Group Captain in command at Dishforth wrote, "An unfortunate accident. Pilot Officer's Murrell's action in bringing his damaged aircraft safely to earth is commendable."

On 5 March 1943, 1145 hours, air testing Wellington BK465 prior to operations. Everything seemed normal and landing was in no way rough. "Coming to a halt and turning right at extremity on runway in use, a terrific bang and flash was observed under port engine. I could see immediately that oleo strut was down and brake pressure was gone. On examination it was discovered that the port oleo strut badly exploded putting various holes in the wing and fuselage. Cause of explosion still not known."

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).

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MURRELL, FS William Arthur (R84196) - **British Empire Medal** - No.6 Repair Depot - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 16 October 1919. Enlisted in Hamilton, 6 January 1941 as Clerk and posted to No.2 Manning Depot. To No.1 Manning Depot, 1 February 1941. Reclassified as Clerk/Stenographer, 1 March 1941. Promoted AC1, 6 April 1941. Promoted LAC, 6 July 1941. Promoted Corporal, 15 December 1941. Promoted Sergeant, 8 September 1942. Promoted Flight Sergeant, 1 May 1943 on reclassification as Clerk/Admin. To Trenton, 28 June 1943. To No.6 Repair Depot, 19 July 1943. To No.4 Release Centre, 15 November 1945. Retired 19 November 1945. Presented 17 May 1948.

This non-commissioned officer has served at this unit for over two years. At all times his work has been of an excellent calibre, and his ability for organization and efficiency is exceptional. His willingness to do a great deal more than his share of work for the Station in general has made him an outstanding example. His devotion to duty is praiseworthy.

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MURRELL, P/O William Henry (J92483) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 26 February 1925 in Victoria, British Columbia; home there (operator for tailor); enlisted Vancouver 16 March 1943 and posted to No.3 Manning Depot. To No.8 BGS, 22 May 1943. Promoted AC1, 16 June 1943. To No.4 WS, 27 June 1943. To No.2 AGGTS, 27 July 1943. Promoted LAC and posted to No.3 BGS, 4 September 1943; graduated and promoted Sergeant, 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Commissioned 8 November 1944. Repatriated 26 February 1945. To Western Air Command, 13 March 1945. To No.8 Release Centre, 22 April 1945. Released 26 April 1945. Died 14 December 1968. DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation for a DFM dated 22 February 1945 when he was still a Flight Sergeant. He had flown 30 sorties (174 hours 25 minutes), 28 July 1944 to 27 November 1944. The action described in citation was on his first sortie. DFC sent by registered mail, 7 June 1950.

This officer has taken part in many operations and has at all times shown a high degree of skill and efficiency. In July 1944 his aircraft was detailed to attack Hamburg. On the return journey they were attacked by an enemy aircraft. By the correct and timely combat instructions which Pilot Officer Murrell gave to his pilot the hostile aircraft was successfully out-manoeuvred and by skilful manipulation of his guns he succeeded in shooting down the attacker. Soon after this encounter they were again attacked but again Pilot Officer Murrell gave precise directions to his pilot and the enemy aircraft was out-manoeuvred before it was in a position to fire. His dependability and courage in an emergency have always been worthy of the highest praise.

DHH file 181.009 D1941 (Library and Archives Canada RG 24 Volume 20612) has recommendation for a DFM drafted 22 December 1944 when he had flown 30 sorties (174 hours 25 minutes) as follows:

28 July 1944 - Hamburg (6.25)
2 August 1944 - Acquet (5.40, day)
4 August 1944 - Bois de Cassan (5.25, day)
5 August 1944 - St. Leu d'Esserent (5.20, day)
7 August 1944 - Caen (5.10)
9 August 1944 - Acquet (4.10)
10 August 1944 - La Pallice (7.10)
14 August 1944 - Falais (5.15, day)
25 August 1944 - Russelsheim (9.30)
29 August 1944 - Stettin (9.15)
6 September 1944 - Emden (4.20, day)
10 September 1944 - Le Havre (5.10, day)
17 September 1944 - Boulogne (4.00, day)
18 September 1944 - Domburg (4.30, day)
25 September 1944 - Calais (5.00, day)
27 September 1944 - Bottrop (6.00, day)
28 September 1944 - Cap Gris Nez (4.00)
9 October 1944 - Bochum (6.50)
14 October 1944 - Duisburg (5.40, day)
14 October 1944 - Duisburg (5.50)
19 October 1944 - Stuttgart (6.50)
23 October 1944 - Essen (6.25)
25 October 1944 - Essen (5.30, day)
28 October 1944 - Cologne (5.45, day)
30 October 1944 - Cologne (6.30, day)
1 November 1944 - Oberhausen (6.15)
16 November 1944 - Julich (5.25, day)
19 November 1944 - Munster (5.35, day)

21 November 1944 - Castrop-Rauxel (6.10)
27 November 1944 - Neuss (5.15)

Flight Sergeant Murrell has taken part in 30 operations, during the course of which he has invariably displayed an extremely high standard of efficiency, and his coolness and quick reactions in moments of danger have undoubtedly saved his aircraft and crew.

On the night of 28th July 1944, Flight Sergeant Murrell was detailed as Rear Gunner of an aircraft, to attack Hamburg. On the return journey his aircraft was attacked by an enemy aircraft. Due to this Non-Commissioned Officer's timely and correct combat instructions given to his pilot, the enemy aircraft was successfully outmanoeuvred and by skilful manipulation of his guns Flight Sergeant Murrell succeeded in shooting down the attacker. Shortly after this encounter, his aircraft was again attacked by an enemy aircraft but Flight Sergeant Murrell coolly gave precise directions to his pilot and the enemy aircraft was outmanoeuvred before it was in a position to open fire.

I consider the courage and skill shown by Flight Sergeant Murrell fully merits the Non-Immediate award of the Distinguished Flying Medal.

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MURTON, F/L Arthur Homer (J12040) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born in Ottawa, 14 March 1918; home there (bank clerk); enlisted there 27 June 1941 and posted to No.4A Manning Depot. To No.8 SFTS, 8 August 1941 (guard duty). To No.3 ITS, 9 October 1941; graduated and promoted LAC, 22 November 1941; to No.22 EFTS, 25 November 1941; graduated 31 January 1942 when posted to No.9 SFTS; graduated and commissioned 2 June 1942. To No.5 AOS, 22 June 1942; promoted Flying Officer, 5 January 1943; to Mountain View, 6 July 1943. To "Y" Depot, 28 September 1943. Taken on strength of No.3 PRC, 21 October 1943. Promoted Flight Lieutenant, 5 June 1944. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To No.19 SFTS, 27 June 1945. To No.3 Release Centre. 6 August 1945; retired 10 August 1945. Died in Ottawa, 9 March 1981. Presented by Governor General, 2 December 1946. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9131 has recommendation dated 23 April 1945 when he had flown 32 sorties (215 hours 30 minutes), 19 October 1944 to 13 April 1945.

19 October 1944 - Stuttgart
6 November 1944 - Gelsenkirchen
9 November 1944 - Wanne Eickel

11 November 1944 - Dortmund
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
27 November 1944 - Freiburg
29 November 1944 - Dortmund
3 December 1944 - Urft Dam
12 December 1944 - Essen
15 December 1944 - Ludwigshaven
17 December 1944 - Ulm
24 December 1944 - Cologne
5 January 1945 - Hanover
7 January 1945 - Munich
16 January 1945 - GARDENING
28 January 1945 - Zuffenhausen
13 February 1945 - Dresden
15 February 1945 - GARDENING
20 February 1945 - Dortmund
21 February 1945 - Duisburg
23 February 1945 - Pforzheim
5 March 1945 - Chemnitz
7 March 1945 - Dessau
8 March 1945 - Kassel
11 March 1945 - Essen
12 March 1945 - GARDENING
13 March 1945 - Herne
25 March 1945 - Hanover
4 April 1945 - GARDENING
10 April 1945 - Plauen
13 April 1945 - GARDENING

Flight Lieutenant Murton was posted on 14th October, 1944 to No.103 Squadron and has since completed 32 sorties on Lancaster aircraft with a total of 215.30 hours operational flying.

This Canadian officer has, in the course of his tour of operations, taken part in most of the large scale bomber attacks of recent months including numerous attacks on the enemy's major industrial objectives and communication centres, e.g. Dortmund, Ludwigshaven, Cologne, Stuttgart, Munich, Dresden, Essen, Dessau and Chemnitz. On these targets and many others attacked, heavy opposition from both ground defences and enemy fighters could be expected and, frequently, was experienced but Flight Lieutenant Murton, whatever the target and whatever the scale of enemy opposition, consistently pressed home his attacks with highly commendable accuracy and zeal.

In addition, he has been very successful in the specialized task of laying mines in enemy waters. He has in fact proved himself to be an extremely skilful and resourceful captain of aircraft to whose quiet but forceful leadership are largely attributable the many successes achieved by an excellent crew.

Flight Lieutenant Murton's work as captain of aircraft has thus been a fine example to the squadron and an inspiration to his crew. I therefore strongly recommend him for the award of the Distinguished Flying Cross.

RCAF photo PL-43899 (ex UK-21311, circa 11 May 1945) has the following caption: "They are parting after a tour on operations on the same RAF Lancaster crew. F/LA.H. Murton, left, Ottawa, pilot, has been posted back to Canada. His navigator, F/O H.M. Bertling, right, of Delhi, Ontario, remains in Britain to instruct at an OTU. They specialized in mine laying, which requires a high degree of bombing skill."

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MUSGROVE, F/O Gerald Albert (J17952) - **Distinguished Flying Cross** - No.15 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 22 December 1915 in Calgary (date from obituary); home there where he was an electrician. His obituary notice subsequently said, "Gerry's early interests in chemistry provided occasional excitement at the family home when experiments got a little out of hand – although no structural damage ever occurred. Later he apprenticed as an electrician and had the opportunity to install the first fluorescent lighting in Calgary in a theatre around 1930.". Served in Royal Canadian Corps of Signals before enlisting in RCAF, Calgary, 30 January 1941. Posted that date to No.2 Manning Depot. To No.15 SFTS, 19 March 1941 for guard duty; to No.2 WS, 28 April 1941; promoted LAC, 28 June 1941; graduated 12 September 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 13 October 1941; to Embarkation Depot on 14 October 1941. To RAF overseas, 2 November 1941. Further trained at No.10 OTU (Abingdon) and No.1651 Conversion Unit (Waterbeach). Commissioned 3 June 1943. Promoted Flying Officer, 3 December 1943. Repatriated 20 November 1944. Released 19 March 1945. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Presented by Governor General at Government House, 12 June 1953 when he was living in Toronto. Died 28 December 2006 at Penetanguishene. Public Records Office Air 2/8881 has recommendation dated 21 August 1944 when he had flown 31 sorties (152 hours 55 minutes), 24 June 1942 to 7 June 1944 on Stirlings and Lancasters.

Stirling Sorties

24 June 1942 - St.Nazaire (6.30)

26 June 1942 - St.Nazaire (5.25)

29 June 1942 - Bremen (5.00)

30 June 1942 - ASR Search (3.00)
2 July 1942 - Bremen (5.45)
7 July 1942 - GARDENING, Frisians (4.00)
8 July 1942 - Wilhelmshaven (5.00)
19 July 1942 - Vegesack (6.00)
21 July 1942 - Duisburg (4.30)
23 July 1942 - Duisburg (4.00)
25 July 1942 - Duisburg (4.30)
28 July 1942 - Hamburg (5.40)
10 April 1943 - Frankfurt (6.50)
19 February 1943 - Wilhelmshaven (5.10)
28 June 1943 - Cologne (3.50)
2 October 1943 - GARDENING, Frisians (2.55)

Lancaster Sorties

14 January 1944 - Brunswick (5.30)
15 February 1944 - Berlin (7.05)
19 February 1944 - Leipzig (6.50)
1 March 1944 - Stuttgart (7.25)
22 March 1944 - Frankfurt (6.05)
24 March 1944 - Berlin (7.15)
30 March 1944 - Nuremburg (7.40)
11 April 1944 - Aachen (3.20)
20 April 1944 - Cologne (4.00)
26 April 1944 - Essen (4.25)
19 May 1944 - Le Mans (4.50)
21 May 1944 - Duisburg (4.05)
30 May 1944 - Boulogne (1.50)
5 June 1944 - Caen (3.50)
7 June 1944 - Massy (missing, evaded capture)

Flying Officer Musgrove has completed a most successful tour of operations comprising sixteen sorties totalling 78 hours 45 minutes on Stirling aircraft and fifteen sorties totalling 74 hours ten minutes on Lancaster aircraft, a total of 31 sorties and 152 hours 55 minutes. Included in these sorties were such targets as Berlin (two), Duisburg (four), Wilhelmshaven (two), Bremen, Hamburg, Cologne, Nuremburg and Leipzig.

Flying Officer Musgrove joined No.15 Squadron in June 1942 and operated regularly for about one month. As a result of an aircraft accident he was posted non-effective on the 3rd August, 1942, and on rejoining the squadron he became an effective spare operating infrequently with a number of captains. This did not

in any way affect his keenness and enthusiasm to operate whenever possible. He was eventually crewed up as Air Bomber in Squadron Leader Lamason's crew with whom he completed fourteen sorties, carrying out his duties with coolness and determination, and obtaining several very successful photographs.

This crew with Flying Officer Musgrove was reported missing on the night of the 7/8th June 1944, when attacking the railway yards at Massey. Flying Officer Musgrove, however, evaded capture and recently reported back to this country.

During his long stay with No.15 Squadron, this officer has proved himself to be a very capable and skilful Bomb Aimer and has been of invaluable assistance to his leader, and on many occasions acted as Squadron Bombing Leader, performing these duties with skill and distinction. Under very trying circumstances he has set a very fine example of courage and devotion to duty worthy of the highest praise. Flying Officer Musgrove is strongly recommended for the award of the Distinguished Flying Cross.

NOTE: In January 1997 the Royal Air Forces Escaping Society (Canadian Branch) presented to the National Aviation Museum a "dossier" (actually more like an album) with extended autobiographical notes on members (catalogued in the museum as D.805 C3 L96 1995 NMM). This included much information on Musgrove although the description of his evasion is very brief.

Public Record Office WO 208/3321 has MI.9 report based on interview of 17 August 1944. His pilot had been S/L Lamason (pilot, RNZAF), F/O Chapman (navigator, RAF), F/L Marpole (flight engineer, RAF), F/O George (wireless operator, RAF), F/O Dunk (rear gunner, RAF) and Warrant Officer Aitken (mid-upper gunner, RAF). Left Banville, Normandy, 18 August 1944, arriving the same day at Northolt.

I was a member of a crew of a Lancaster Mark I aircraft which left Mildenhall at 2345 hours on 7 June 1944 to bomb Massy. I baled out and landed at Maurepas (Northwest Europe 1:250,000, Sheet 7, R 7435) at 0208 hours on 8 June 1944.

I buried my parachute, harness and Mae West in a stream under the base of some trees and after walking southeast for about two kilometres hid in some trees. At 1900 hours on 8 June 1944 I contacted a man (name unknown) who fetched another man who spoke a little English, and a girl. They took me to a nearby farm and from here my journey was arranged for me.

Further to the above, his obituary notice read, in part:

... served with distinction in 15 Squadron where he was a navigator, bomb-aimer and assistant bombing leader for a period. Gerry survived many wartime exploits

including, in mid-1942, a crash- landing in England after suffering damage from enemy flak and fighter attacks during a raid on Hamburg, and the harrowing experience, another time, of being captured in the lead spotlight of enemy anti-aircraft batteries and remaining fully-illuminated and under attack for some 20 minutes of flying time. Gerry completed his tour of duty on D-Day, June 6, 1944, but he volunteered to continue flying with his crew who had not finished their tour. This was a fateful decision as two days later the crew's Lancaster, LM575, LS-H, along with 27 other planes, was shot down over enemy- held territory in France. Gerry's plane was attacked by a nightfighter from below and raked from port wingtip to starboard wingtip with cannon fire. With the plane in flames the crew was ordered to abandon the craft and Gerry parachuted to earth. For the following two months Gerry evaded capture thanks to the bravery of a number of French families who hid and fed and clothed him at extreme risk to their own lives – a kindness Gerry never forgot, and which has led to ongoing friendship between those French families and the Musgroves in succeeding generations. Eventually, Gerry ended up in a camp hidden in Fretval Forest that housed 152 Allied Aircrew and was liberated in August 1944. That October Gerry returned to Canada and was awarded the Distinguished Flying Cross (D.F.C.) in December. Following the war Gerry studied chemical engineering at University of Toronto, married Norma and raised a family in Toronto. Most of his working life was spent as a sales representative at Gooderham and Worts Distillers and after nearly 27 years of work he retired in 1976. For over the first 20 years of retirement, half of each year was spent at Georgian Bay and half in Clearwater, Florida. In recent years, Gerry took his own quiet amusement from the fact of being retired and drawing a pension for more years than he had worked, a circumstance he felt was entirely suitable. Gerry will be missed by all who knew him well. He was a gentleman to the end, as could be expected. His family and friends know much has been taken from them, but much still abides. So long Gerry, may you find the noble peace deserving of a warrior and a gentleman.

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MUSSELL, F/L Mervyn Arthur (J9661) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 27 July 1921 (obituary said 21 July 1921). Home in Summerside, Prince Edward Island; enlisted Winnipeg, 21 May 1941. To No.1 BGS (guard), 20 June 1941. To No.4 ITS, 14 July 1941; graduated and promoted LAC, 19 August 1941 when posted to No.8 EFTS; graduated 7 October 1941 and posted next day to No.3 SFTS; graduated and commissioned, 2 January 1942. To "Y" Depot, 3 January 1942. To RAF overseas, 4 February 1942. Repatriated 14 November 1943 (date unclear - approximation); to No.1 GRS, date uncertain and another unit, identity unclear. To No.164 Squadron, 21 October 1944; to No. 2 Air Command, 26 April 1945. To No.5 Release Centre, 3 October 1945; retired 15 October 1945. Died in Winnipeg, 25 August 2002. No citation in AFRO.

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MUSSELLS, S/L Campbell Haliburton, DSO (C1639) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born in Montreal, 20 June 1920. Educated at King's School (1926-1933), Westmount High School (1933-1938) and from 1938 to 1939 was a medical student attending McGill. Home in Westmount; enlisted Montreal, 29 January 1940. To Halifax Flying Club, 29 January 1940. To No.1 Initial Training Wing, Toronto, 22 April 1940. To Camp Borden, 17 May 1940. To Trenton, 7 September 1940. To No.1A Manning Depot, Picton, 2 November 1940. To Advanced Training Flight, Picton, 10 January 1941. To Rockcliffe, 26 November 1941. To No.12 SFTS, Brandon, to instruct, 10 February 1942. Promoted Flight Lieutenant, 1 June 1942. Promoted Squadron Leader, 15 January 1943. To AFHQ, 7 May 1943. Temporary Duty in United Kingdom, arriving 24 May 1943. Attended Empire Central Flying School, 9 June to 7 September 1943. Attached RAF Operational Meteorological Flight, Hullavington, 7 September to 22 December 1943. Embarked from Britain, 22 December 1943, arriving New York 30 December 1943. To Station Trenton, 23 January 1944. To "Y" Depot, Lachine, 11 June 1944. To No.45 Group, 12 June 1944. Deplaned in Britain, 2 July 1944. To No.82 OTU, Ossington. 18 July 1944. Attending No.8 Group Navigational Training Unit, Warboys, 16 August to 2 September 1944, but other records show the following - to No.61 Base, 23 August 1944. To No.405 Squadron, 24 August 1944. Attached to Dalton, 23-24 August 1944. Attached to Night Training Unit, 17 August to 3 September 1944. Repatriated 17 June 1945. To Greenwood, 24 August 1945. To Eastern Air Command Communications Flight, 21 November 1945. To Station Toronto, 15 February 1946 to attend RCAF Staff College. Accepted for postwar RCAF, 1 October 1946 (19523) in rank of Squadron Leader. To No.2 Air Command, Winnipeg, 19 August 1946 (camp commandant). To Station Winnipeg, 1 March 1947 (to command). To AFHQ, 3 March 1947. Promoted Wing Commander, 1 January 1949. To No.426 (Transport) Squadron, 17 February 1949. To Air Transport Command Headquarters, 3 June 1951. Awarded OBE, 5 June 1952; awarded Queen's Coronation Medal, 23 October 1953. Station Trenton, 26 April 1954 (OC, Central Flying School). Promoted Group Captain, 15 February 1957. To Station Uplands, 18 February 1957. To AFHQ, 17 June 1961 (Director of Air Plans). To Cold Lake, 21 November 1961. To AFHQ, 20 February 1962. To Canadian Joint Staff, London, 2 December 1963, attending Imperial Defence College. To No.1 Air Division, 18 January 1965. Promoted Air Commodore, 11 October 1967. To CFHQ, 17 October 1967. To National Defence College, Kingston, 14 July 1971. Retired 24 October 1975. DFC and DSO both presented in Montreal, 25 November 1949. No citation to DFC other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". Public Records Office Air 2/9083 has recommendation dated 23 March 1945 when he had flown 30 sorties (139 hours), 12 September 1944 to 8 March 1945. Died in Ottawa, 1 September 1987 as per **Airforce Magazine** of January-February-March 1988,.

12 September 1944 - Frankfurt (6.00)

16 September 1944 - Kiel (5.05)

30 September 1944 - Bottrop (3.10)
5 October 1944 - Saarbrücken (4.30)
6 October 1944 - Sterkrade (3.05)
23 October 1944 - Essen (4.15)
25 October 1944 - Homberg (3.40)
28 October 1944 - Domburg (2.10)
31 October 1944 - Cologne (4.05)
2 November 1944 - Dusseldorf (3.55)
4 November 1944 - Bochum (3.30)
9 November 1944 - Wanne Eickel (4.10)
18 November 1944 - Wanne Eickel (4.25)
2 December 1944 - Hagen (5.45)
4 December 1944 - Urft Dam (4.15)
6 December 1944 - Merseburg (6.10)
18 December 1944 - Duisburg (3.55)
28 December 1944 - Bonn (4.15)
29 December 1944 - Gelsenkirchen (4.45)
30 December 1944 - Cologne (4.10)
4 January 1945 - Royan (5.00)
22 January 1945 - Hamborn (3.45)
1 February 1945 - Mannheim (5.15)
2 February 1945 - Wanne Eickel (3.35)
13 February 1945 - Dresden (7.40)
20 February 1945 - Dortmund (4.20)
23 February 1945 - Pforzeim (6.25)
2 March 1945 - Cologne (4.00)
7 March 1945 - Dessau (8.00)
8 March 1945 - Hamburg (5.45)

Squadron Leader Mussells has completed attacks on heavily defended enemy targets such as Kiel, Dortmund, and many others. At all times he has displayed fine fighting spirit and has proved himself an officer of outstanding ability, whose cool determination, cheerfulness and devotion to duty have been an inspiration to his squadron.

MUSSELLS, S/L Campbell Haliburton, DFC (C1639) - **Distinguished Service Order** - No.405 Squadron - Award effective 17 July 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945.

In April 1945, this officer piloted an aircraft in an attack against Leipzig. Just after making his first run over the target, the aircraft was attacked by an enemy fighter and sustained serious damage. The rear turret and the starboard rudder were shot away. The port rudder was smashed and both elevators were badly

damaged. The aircraft dived out of control. As Squadron Leader Mussells fought to regain control he found that the trimming controls were useless. Nevertheless, he succeeded in levelling out after considerable height had been lost. To keep the nose of the aircraft up, the control column had to be lashed back. In circumstances of the greatest difficulty, Squadron Leader Mussells flew the crippled aircraft back to this country. After crossing the English coast, he ordered his crew to abandon the aircraft and, with the exception of the mid-upper gunner who was seriously wounded, they left by parachute. Squadron Leader Mussells flew on to the nearest airfield with his wounded comrade. With the control column still lashed back and without the aid of flaps, this officer showed superb skill in bringing the crippled aircraft down safely. Throughout a most trying experience this officer displayed the highest qualities of leadership, skill and courage. His example was outstanding.

NOTE: On 11 April 1945, No.405 Squadron filed a report respecting the loss of F/L M.L. Mellstrum, as follows:

On the afternoon of 10th April 1945, Lancaster aircraft "K", ME315 of No.405 (RCAF) Squadron was detailed to attack Leipzig, The time of take off was approximately 1441 hours on 10.4.45 and the crew were as follows:

C.1639 S/L C.H. Mussells - pilot
188493 P/O E.L. Tempest - Nav/Plot
188718 P/O P. Young - Nav/Set/Opr.
R.178080 WO2 J.L. Larrimore - W/Air
J86847 F/O R.T. Dale - M/U/Gunner
C.18414 F/L M.L. Mellstrum - R/Gunner
185424 P/O C. Ryan - F/Engineer
154601 F/O J.P. Dooley - Visual/Air/B.

In the target area, immediately following release of T.I.'s, Lancaster aircraft "K" ME315 was attacked by an enemy fighter, ME.163. The attacking aircraft approached from the rear and above, and with one burst completely shot away the rear turret, rudder and elevator. Damage was also caused to the H2S set and mid-upper turret. The rear gunner, F/L Mellstrom, was in his turret when the attack commenced and is believed killed. This Officer is missing, no further information available. A number of Mustangs who were acting as fighter escort moved in closer to the disabled aircraft and covered it until it reached the front lines. The pilot, due to the fact that he had only partial control of the aircraft, ordered the W/Air, Nav, B/A and V/B/A to bale out over RAF Station, Woodbridge. Had not the M/U/G been injured the whole crew would have baled out. The pilot was successful in making a reasonable landing at RAF Station Woodbridge. All members of this crew, with the exception of the rear gunner, are back at this unit.

The original recommendation was raised on 23 May 1945 by A/V/M D.G.T. Bennett (AOC No.8 Group) noting that he had flown 35 sorties (164 hours 40 minutes) as follows:

On the 10th April 1945, this officer was the pilot of an aircraft detailed to make a daylight attack against Leipzig. Whilst orbiting the target to complete a second run the aircraft was attacked by an enemy fighter. The rear turret and the starboard rudder were completely shot away, the port rudder shattered and both elevators damaged to such an extent that they offered no control surface. The Mid-Upper Gunner was severely wounded in the combat.

The aircraft lost speed suddenly, and almost completely out of control, dived some 4,000 feet. Squadron Leader Mussells attempting to pull out of the dive, found the trimming controls completely useless, but with considerable difficulty and with his full strength eventually pulled out and the control column then had to be lashed back with rope to keep the nose of the aircraft up. The aircraft would only turn to port but by using the ailerons could be eased to starboard, though a constant tendency to port still persisted.

By his sound judgement and skilled airmanship, Squadron Leader Mussells regained partial control of his aircraft and set course for base. For the first hour of the return journey he flew at 13,000 feet, crossed the Belgian coast at 10,000 feet and eventually crossed the English coast at 5,000 feet, when he instructed his crew, with the exception of the Mid-Upper Gunner, to bale out. He then carried out a masterly landing at Woodbridge without flaps, and with the control column still lashed right back. On landing the tail could not go down and the aircraft did four very big bounces before finally coming to rest.

The great feat of airmanship performed by Squadron Leader Mussells is amply endorsed by a comment by Sir Roy Dobson at A.V. Roe and Company Limited, when he saw the photographs of the Lancaster and report on the damage. This remark was, "How the machine got home at all is entirely beyond us here."

Squadron Leader Mussells showed complete disregard for his personal safety and a high sense of duty in bringing the aircraft back to this country, so that his crew, except the wounded gunner, could bale out in home territory, and further in attempting almost hazardous landing which was the only practical means, if successful, of enabling his wounded crew member to receive adequate medical assistance.

This officer's perseverance in the face of great odds, together with his exceptional skill and resources, has set an inspiring example, and I strongly recommend him for the immediate award of the Distinguished Service Order.

This was endorsed by Air Chief Marshal Sir Arthur Harris on 30 May 1945.

However, this was not the full story of that sortie. On 22 August 1946, Flying Officer C. Ryan (185434 Charles Rene George Ryan, RAF) wrote to Air Ministry as follows:

1. I have the honour to request that attention be given to the publication of a paragraph which appeared in the issue of "Flight" dated 23rd August 1945. I have just been made aware of this.
2. At present I am on release leave, so that I cannot make application through my Commanding Officer.
3. The paragraph in question concerns the award of the Distinguished Service Order to Squadron Leader C.H. Mussells, RCAF, No.405 (RCAF) Squadron.
4. On the operation mentioned I was a member of the crew, flight engineer. The citation states that "Squadron Leader Mussells flew the crippled aircraft back to this country." In point of fact, both the pilot and myself were at the controls the whole way back. I lashed cord around the control column and thus took considerable part of the strain by pulling on the cord, and at the same time attempting to maintain level flight.
5. The citation further stated that Squadron Leader Mussells "ordered his crew to abandon the aircraft and, with the exception of the mid-upper gunner who was seriously wounded, they left by parachute." This is untrue. I was ordered by Squadron Leader Mussells to remain in the aircraft, as it would not have been possible for him to land the aircraft on his own. Squadron Leader Mussells and myself landed the aircraft at Woodbridge airfield on 10th April 1945.
6. This misrepresentation of the facts has just been brought to my notice. As the incorrect version of the incident has been published publicly, you will appreciate my position. I do not wish to detract from anything that may have been said about Squadron Leader Mussells' ability and courage. I do feel, however, that your attention should be drawn to this incident.

Air Ministry acted fairly quickly. Ryan was informed on 13 September 1946 that the matter was "being investigated." That same day the issue was brought to notice of Bomber Command Headquarters, noting that A/V/M Bennett's recommendation had made no mention of Ryan. On 3 October 1946, that Headquarters reported that Ryan was essentially correct, but in determining whether an award could be made to Ryan, it would be "necessary to obtain a statement from Squadron Leader Mussells, clearly indicating whether he did or did not order his Flight Engineer to abandon the aircraft, and the extent to which the services of the Flight Engineer - F/O Ryan -

were necessary in carrying out the flight in the crippled aircraft.”

On 15 November 1946, Air Ministry referred the matter to the Air Officer Commanding in Chief, RCAF Overseas Headquarters, asking that Squadron Leader Mussells be informed. RCAF Overseas Headquarters in turn referred this to AFHQ, Ottawa, on 19 November 1946. On 3 December 1946 it was directed to the Air Officer Commanding, No.2 Air Command, Winnipeg, where Mussells was then serving. On 10 December 1946, he provided the following statement confirming the story as related by Ryan:

1. In accordance with para three of the above referenced letter, the following detailed account of an operational sortie against Leipzig on the 10th April 1945, is submitted.
2. Flying Officer Ryan was Flight Engineer in my crew which was detailed to make a daylight attack against the above-mentioned target. Whilst orbiting the target, we were attacked by an ME-163, which inflicted considerable damage to the aircraft.
3. The Rear Gunner was shot away and the Mid-Upper seriously wounded. The aircraft went out of control, and due to the inability of the Captain to prevent the aircraft from continuing its dive, Flying Officer Ryan was ordered to the rest bed position to get the dinghy rope. He then assisted in lashing the controls so as to obtain a mechanical advantage and by this means the aircraft was righted. Due to the damage sustained in the control surfaces, the aircraft would only turn to port, but by using the ailerons, could be eased to starboard. Course was then set for the Front Lines which were approximately one hour's flying away.
4. Flying Officer Ryan controlled the elevators by manipulation of the rope. This was a very difficult task due to the fact the stalling speed of the aircraft had increased to approximately 150 knots, and above 165 knots, the aircraft continued to disintegrate. Cloud was encountered on the homeward journey, which caused the aircraft to go out of control twice, but through Flying Officer Ryan's ability to interpret the aircraft's reactions, it was decided, after crossing the Front Lines, to set course for Woodbridge. It required great physical exertion to maintain a straight and level flight, and Flying Officer Ryan's hands were noticed to be bleeding by the time the English coast was reached.
5. The aircraft crossed the English coast at 5,000 feet, approximately three hours after setting course from the target. By this time dusk had fallen. The Captain made known his intention to land and ordered the crew to abandon the aircraft, with the exception of Flying Officer Ryan and the Mid-Upper Gunner who was lashed down on the rest bed. The undercarriage was lowered at approximately 3,000 feet, upon which the aircraft commenced to descend at 2,000 feet per

minute, although the control column was lashed fully back. Fortunately a successful landing was made.

6. It is very doubtful if the Captain of the aircraft could have been able to reach England and land the aircraft on his own had it not been for Flying Officer Ryan's assistance at the controls.

7. This officer, as a member of my crew, at all times, regardless of circumstances, was cheerful and obedient, and set a fine example to all the members of his Squadron.

8. I have read Flying Officer Ryan's letter to Air Ministry and concur in his statements. I seriously regret this misrepresentation of facts in my citation. It is obvious from reading a copy of Air Vice-Marshal D.G.T. Bennett's recommendation which I have just seen for the first time, that errors and omissions on the Interrogating Officer's Report must have been made.

9. I sincerely hope that some steps are taken to rectify this situation and that Flying Officer Ryan receives just recognition for his outstanding part in this operational sortie.

Flying Officer Charles Rene George Ryan was accordingly awarded the Distinguished Flying Cross (**London Gazette** dated 27 May 1947).

"Squadron Leader Mussells has been employed in the Flying Training Branch of DAT for nearly a year and has carried out his duties in a most capable and efficient manner. His outstanding characteristics are initiative, energy, persistence and a refreshingly enthusiastic approach to his service duties which seems to stimulate those associated with him. His staff work, although average a year ago, has improved quite satisfactorily. I believe he possesses all the qualities in good measure which will make him a successful valued officer in the next highest rank. Suitable for field or staff work. Recommend a further period of staff work for the time being."(G/C J.B. Harvey, 8 April 1948).

"As an operational leader Wing Commander Mussells is good. He is a hard driver and gets the most out of those under his command. He has lots of initiative but is impetuous, stubborn and frequently refuses to consider the views of others. His determination to get on with the job without mature consideration of all factors has occasionally landed him in hot water and antagonize others, particularly on the Command Staff. His tour as SPSO should be a levelling influence but he will need guidance and a firm hand," (Air Commodore A.D. Ross, 1 July 1951).

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MUSSELMAN, F/L Alba Leslie (C8108) - **Mention in Despatches** - Headquarters, Bomber Command - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO

874/44 dated 21 April 1944. Born at Conestoga, Ontario, 13 January 1907; educated there, Elmira High School, and University of Western Ontario (Education, 1927-1931); teacher at Fort William, 1932-1939, although he continued to give his home as West Montrose, Ontario; joined Canadian Army (18th Medium Battery, RCA, commissioned 2nd Lieutenant and made a technical instructor), 30 January 1940; fearing that he would be permanently employed in Canada, he transferred to RCAF at Fort William, Ontario, 25 April 1941 as radio technician. To Station Penhold, 13 May 1941; to Station Winnipeg, 6 June 1941 and attached to University of Manitoba; commissioned 13 September 1941; to Radio Detachment, Guelph, 1 October 1941; to Trenton, 19 October 1941; to Technical Training School, St. Thomas, 17 November 1941; to No.31 Radio School, Clinton, 13 December 1941; promoted Flying Officer, 13 March 1942 on which date he also left Clinton for overseas posting; arrived in UK, 23 March 1942; to Headquarters, No.18 Group, 5 April 1942; to No. 86 Squadron, 16 April 1942; to Headquarters, Bomber Command, 20 August 1942; numerous attachments to other units over the following months; promoted Flight Lieutenant, 13 March 1943; promoted Squadron Leader, 1 June 1944; to No.32 Base, 26 December 1944; to Feltwell, No.3 Group, 15 February 1945; repatriated to Canada, 7 August 1945; released 10 October 1945. Resumed teaching in Fort William including work in vocational retraining for veterans, but rejoined the RCAF, 7 May 1951 to 9 September 1953 as a specialist in radar instruction. No citation. However, the following statements written in 1951 describe his service well.

After courses as Trenton and Clinton I was sent overseas in March 1942. I was almost held at Clinton as a radar instructor but prevailed on the staff to accept another man who did not wish to go overseas in my stead.

I was attached to the RAF where my work developed into a matter of working closely with the Telecommunications Research Establishment where new airborne radar installations were under development. As soon as possible a set was obtained for my NCOs and with their aid I prepared training manuals and servicing procedures. After thoroughly familiarizing some instructors with a training procedure for bringing squadron mechanics up to date on the new installation, I went on to the next project. In this fashion I worked on the following airborne installations:

GEE Mark I and II

HS Mark II, III and VI, plus considerable work on the engineered version, Mark IV which had not been introduced when I was repatriation.

Fishpond

Monica, visual and audio versions.

Lucero

Loran

Radio Altimeter

GEE Trainer

H2S Trainer

AGLT

In addition, the following statements are relevant:

A/C W. Theak, Headquarters, Bomber Command, 21 October 1943: "A strong personality. Educationally very well qualified, he has a marked ability for assimilating and imparting technical knowledge.

A/C L. Dalton-Morris, Headquarters, Bomber Command, 13 July 1944: "An exceptional officer with a forceful personality and a sound sense of judgement. He is a first class lecturer in Radar Engineering. Keenly interested in Radar research and development, he is a most valuable member of the Radar Section of the Signals Branch.

G/C D. Saward, Headquarters, Bomber Command, 15 March 1945: "This officer has a very forceful character, a most active and well ordered brain, and an exceptionally sound judgement. Very definitely a most outstanding officer.

W/C D.A. Greig, Bomber Command Radar School, Feltwell, 19 July 1945. "An outstanding Radar Officer possessing inexhaustable energy. An able organizer well suited for the appointment he now holds.

MUSSELMAN, S/L Alba Leslie (C8108) - **Mention in Despatches** - Bomber Command Headquarters (AFRO only gives "Overseas" as unit) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Public Record Office Air 2/9056 has citation for an MBE proposed for Birthday Honours List and clearly reduced to this award.

For the past two and a half years Squadron Leader Musselman has been associated with the technical development of new radar equipments and their introduction into Bomber Command. His primary responsibility has been the initiation and supervision of all specialist training of radar mechanics at the Command Radar School. In addition he has undertaken many experiments and investigations which have resulted in important improvements to radar devices

and their servicing and maintenance. Squadron Leader Musselman has also personally written and produced radar technical manuals which have been adopted by the Service as official publications. This officer has made a most direct contribution to the very great success of radar operational devices in Bomber Command.

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MUSSELMAN, F/O Harold John (J88125) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 27 February 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945. Born 17 October 1919 in Kitchener; home there (laboratory worker); enlisted Toronto 31 July 1941 for General Duties and posted to No.1 Manning Depot. To No.5 SFTS; 9 August 1941. Promoted AC1, 31 October 1941. Promoted LAC, 31 January 1942. To No.1 Training Command, 10 June 1942. Remustered to aircrew and posted to No.1 ITS, 29 August 1942; may have graduated 23 October 1942 but not posted to No.19 EFTS until 16 November 1942; again, may have graduated 5 February 1943 but not posted to No.14 SFTS until 20 February 1943; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 25 June 1943; to RAF overseas, 30 June 1943. Commissioned 4 July 1944. Promoted Flying Officer, 4 January 1945. Promoted Flight Lieutenant, 14 March 1945. Repatriated 23 April 1945. To No.1 Air Command, 8 May 1945. To Central Flying School, 30 June 1945. To No.5 OTU, 11 August 1945. To No.1 Air Command, 17 September 1945. Commenced release proceedings at Lachine but chosen for Interim Force and posted to No.6 OTU, 6 December 1946. To Composite Training School, 14 February 1946. To No.1 Flying Instructor School, 6 April 1946. Reverted to Flying Officer, 1 October 1946; released 18 April 1948. Died 28 June 1968. Photo PL-35879 is a portrait.

In December 1944, this officer was pilot and captain of an aircraft detailed to attack an enemy target. On the outward flight the starboard inner engine failed. Despite the loss of engine power, Flying Officer Musselman continued his flight. Some time later the port outer engine became defective. Nevertheless, this resolute pilot went on to attack the target at a lower level than planned. Much anti-aircraft [fire] was directed at his aircraft which sustained damage but Flying Officer Musselman flew it back to base. Although beset by many difficulties this officer was fully determined to make his mission a success. He set a very fine example.

NOTE: Public Record Office Air 2/9044 has recommendation drafted 3 January 1945 when he had flown 21 sorties (123 hours).

This Canadian officer was detailed to attack Scholven Buer as captain of aircraft on the evening of the 29th December 1944.

On the way out, 43 minutes from the target, the starboard inner engine failed and had to be stopped, and the propellor feathered. Course was still held for the

target, but Flying Officer Musselman found that he could not gain the ordered height. While still some distance from the target, the port engine began to show signs of overheating, and had to be throttled back.

Knowing by this time that he would be unable to reach the target at the ordered height, and since he was gradually losing height, he searched for a suitable target to bomb. He decided to leave the main stream and attack Duisburg and rejoin the main stream as it set course for home.

This he did, and bombed at 8,000 feet, being met by predicted and accurate flak. Undeterred by this the attack was delivered successfully on the centre of the town, and after the aircraft was damaged by flak, he managed to reach the protection of the steam. A successful landing was later made at base.

Flying Officer Musselman showed great qualities of resource and determination in this attack. Beset as he was by many difficulties, he held to his decision to bomb, and finding the original target beyond the capability of the aircraft, chose as an alternative a town which he knew would be heavily defended.

For his devotion to duty and his determination to make an attack on the enemy at all costs, he is strongly recommended for the immediate award of the Distinguished Flying Cross.

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MUTCH, S/O Ishbel McCrae (V30411) - **Mention in Despatches** - Overseas Headquarters, attached No.6 Group - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 21 March 1905, Lumsden, Saskatchewan; soprano; studied music in Regina and in Europe (Hamburg, Berlin, Paris plus Italian centres). Went on a ten-year concert tour of Europe and North America including appearances with NBC and CBS plus operatic appearances. An entry in the diary of No.2 Wireless School, Calgary (1 September 1941) stated, "The YMCA arranged for Miss Isobel [sic] Mutch to give a recital in the Station Auditorium. This was followed by a cinema show at which event over 500 were in attendance." An entry in the diary of No.1 Wireless School, Montreal (16 September 1941) said, "Miss Ishbel Mutch, well-known Canadian soprano who recently arrived back in Montreal from New York, visited this school and entertained the airmen with a program of songs and arias." In 1942, following a Canadian tour with the forces, she enlisted in the RCAF in Ottawa (10 September 1942). To No.7 Manning Depot, Rockcliffe, 31 October 1942; to No.6 Manning Depot, Toronto, 20 November 1942; to No.7 Manning Depot, Rockcliffe, 18 December 1942. Commissioned 26 March 1943 in the Administration Branch and placed on strength of Station Rockcliffe; at No.2 Composite Training School, Toronto, 27 March 1943; to Eastern Air Command, Halifax, 4 May 1943; trade altered to "Special Service", 26 September 1943. To No.1 Training Command, 27 September 1943; To Station Rockcliffe, 8 February 1944. To "Y" Depot, Halifax, 2 March

1944; embarked from Halifax, 5 March 1944; arrived in Britain 14 March 1944; posted 23 March 1944 to RCAF Overseas Headquarters. Attached to Headquarters, No.6 Group, 23 March to 20 August 1944. Promoted Flight Officer, 1 December 1944. Attached to No.5 District Headquarters, 20 August to 8 October 1945. Repatriated 3 December 1945; released 15 January 1946. Married G/C W.D. "Tiny" Ferris, DFC. No citation. Photo PL-24200 shows her. RCAF photo PL-40707(ex UK-17511 dated 14 December 1944) is captioned as follows: "Section Officer Isabel Mutch, Regina, Saskatchewan, one of the people who directs and coordinates the work of the various entertainment groups of RCAF Bomber Group in Britain. Her voice took her to the Metropolitan Opera Company in New York, and now she takes it to the service men and women in Britain, adding richly to musical programs. Behind her is the record of the shows and their engagements at stations of this Group and hospitals nearby." RCAF photo PL-42305 (ex UK-19240 dated 6 March 1945) is captioned thus "Following a very successful benefit concert presented in the Theatre Royal on 4th February 1945, by the Anglo-Polish Society, Major J. Sobiecki, officer commanding a Polish Training Camp in northern England, thanks two of the Canadian artists who took part in the show. They are F/O Charles Sherwood, DFC, and Flight Officer Ishbel Mutch, both former opera and concert singers in Canada and the United States and now serving with the RCAF in Britain." Photo PL-42306 (ex UK-19241) taken on the same occasion; Sherwood and Mutch meet the Lord and Lady Mayoress of York (Mr. and Mrs. Harold C. DeBurgh) backstage; Sherwood described as a tenor, Mutch as a soprano.

MUTCH, Fl/O Ishbel McCrae (V30411) - **Member, Order of the British Empire** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Medal presented 13 April 1948. No citation.

NOTE: No citations or recommendations found for either award, but her career was marked by enthusiasm on her part and confusion among RCAF officers who seemed bent on using her in clerical duties rather than those that used her special talents. Seeking to join the RCAF, she wrote to Officer Commanding, RCAF, 12 September 1942

I have been asked to give my reasons for selecting the Air Force as the branch of the services in which I prefer to belong.

My first association with any part of the armed forces was through my concert work last year, when I sang before hundreds of airmen, as well as soldiers on my trip through Canada.

It was the Air Force personnel who were instrumental in arranging the details of what proved to be one of the most satisfactory experiences of my life. The welcome I received and the courtesy and appreciation have left me with very pleasant memories of a fine body of men and an organization I would feel honoured to be associated with.

The fact that I have two brothers-in-law and numerous friends in the Air Force

has had some bearing on my choice, so when the time arrived when I was free to offer my services to my country, I was naturally drawn to the RCAF.

G/C F.W. Hammond, 6 Group Headquarters, wrote on 28 November 1944:

Early this year, S/O Mutch was attached to 6 Group as Group Entertainment Officer. At that time there was not the interest being shown in Unit entertainment as was desired, but through her untiring diligence and perseverance she stimulated the interest necessary to find local talent. As a result nearly every Station in this Group has its own Concert Party. She has worked long hours to achieve this end and, in addition, has given her own services as a vocalist whenever requested. While her duties bring her in contact with all Base and Station Commanders, who have the utmost confidence in her ability to organize entertainments, most of her work is done with the Special Services and Auxiliary Services Officers, who are Flight Lieutenants or have Flight Lieutenant status.

In view of the above, and as a reward for the very fine work she has done and is still doing, it is strongly recommended that she be promoted to the Acting Rank of Flight Officer.

At No.6 Manning Depot, 20 November to 17 December 1942, she attended the standard NCO Administration Course. Courses and marks as follows - Air Force Organization (68/100), Office Organization and Administration (27/100), Discipline and Charges (39/100), Equipment, Messing and Accommodation (66/100), RCAF Women's Administration, Welfare and Hygiene (73/100), "Had only two weeks service experience on basic training before coming on course, therefore found examinations confusing and difficult. This airwoman is possibly better suited for another trade."

Attended RCAF (WD) course for officers, 26 March to 15 April 1943. Evaluated in following subjects - Air Force Law (56/100), Officer Organization and Letter Writing (67/100), Leadership and Morale (68/100), Equipment, Messes and Institutes (52/100) and Air Force Organization (66/100). Scored 73/100 in Drill and 266/400 in personal appraisal. Placed 31st in a class of 35. "Keen and cooperative. Capable and should do well in her own field of work."

Assessments: Interviewed 10 September 1942 by F/L R.H. Masterman, Ottawa. "An outstanding applicant in every way. Excels in vocal and theatrical entertainment. Has ability to organize. Has also done some writing and newspaper reporting in Europe. Winning personality. Has teacher's degree in school teaching and also in voice culture. No hesitation in recommending Miss Mutch for appointment for employment in the several lines mentioned." At the time she was earning \$ 4,000 yearly and was considered a possible Intelligence Officer.

"The subject officer has been employed as a soprano concert artist and has completed tours of No.1 Training Command and Eastern Air Command in that capacity. She is now proceeding to

the United Kingdom to continue this work. While in the aforementioned Commands she assisted the Auxiliary Service Officers in the performance of their duties. She has performed her assignments capably." (S/L J.F. Coats, AFHQ, 23 February 1944)

"Early this year Section Officer Mutch was attached to No.6 Group as Group Entertainment Officer. At that time there was not the interest being shown in Unit entertainment as was desired but through her untiring diligence and perseverance she stimulated the interest necessary to find local talent. As a result nearly every station in this Group has its own Concert Party. She has worked long hours to achieve this end and in addition she has given her own services as a vocalist whenever requested. While her duties bring her in contact with all Base and Station Commanders who have the utmost confidence in her ability to organize entertainments, most of her work is done with the Special Services and Auxiliary Service Officers who are Flight Lieutenant or have Flight Lieutenant status. In view of the above and as a reward for the very fine work she has done and is still doing, it is strongly recommended that she be promoted to the acting rank of Flight Officer." (G/C F.W. Hammond, No.6 Group, 26 November 1944).

Excerpt from a letter dated 26 October 1945, S/L J.N. Blow to Overseas Directorate of Personnel: "The marginally noted WD Officer has been in charge of Entertainment in Number 6 Group for the past two years. During this time she has organized and produced over fifty concert parties on units as well as several composite Group features, the latest of which has been the highly successful RCAF Entertainment Unit, 'Repats'. In addition she has appeared consistently as a vocalist herself."

* * * * *

MUTCHLER, F/O Walter (J37704) - **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 29 May 1918 in Sherbrooke, Quebec; home there (machinist); ex-Royal Canadian Artillery; enlisted in London, England, 10 April 1942 (probably transferring from the Army to the RCAF). Repatriated to Canada via No.31 Personnel Depot, Moncton, 23 February 1943. To "H", 3 June 1943. To No.1 BGS, 21 June 1943. To No.4 AOS, 18 September 1943; graduated and commissioned 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 9 July 1945; retired 27 August 1945. Medal presented 16 September 1947. Died in Morrisburg, Ontario, 16 July 2005 as per **Legion Magazine** of November 2006. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8751 has recommendation dated 15 April 1945 when he had flown 31 sorties (178 hours 59 minutes), 2 November 1944 to 8 April 1945. Sortie list identical as to dates, targets and times with those of F/L Dugald Griffin.

2 November 1944 - Dusseldorf (5.58) - Bombed through clouds

4 November 1944 - Bochum (5.09) - Good results

6 November 1944 - Gelsenkirchen (4.58) - Bombed as ordered.
16 November 1944 - Julich (4.29) - Bombed on aiming point.
18 November 1944 - Munster (5.27) - Bombed through clouds.
21 November 1944 - Sterkrade (7.00) - Good results.
17 December 1944 - Duisburg (5.52) - Bombed through clouds.
24 December 1944 - Essen-Mulheim airfield (4.57) - Bombed on aiming point.
28 December 1944 - Opladen (5.59) - Glow seen through clouds.
30 December 1944 - Cologne (6.44) - Clouds over target.
1 January 1945 - Dortmund (5.02) - Good attack.
5 January 1945 - Hanover (5.03) - Clouds; bombed target.
6 January 1945 - Hanau (5.48) - Cloud.
14 January 1945 - Saarbrucken (6.31) - Bombed aiming point.
16 January 1945 - Magdeburg (5.54) - Bombed as ordered; fires.
22 January 1945 - Gelsenkirchen (5.53) - Good attack.
28 January 1945 - Stuttgart (7.52) - Bombed through cloud.
23 February 1945 - Essen (5.46) - do.
24 February 1945 - Kamen (6.02) - do.
2 March 1945 - Cologne (5.30) - Bombed aiming point.
3 March 1945 - Kamen (6.16) - Good results.
7 March 1945 - Hemmingstedt (6.18) - Bombed target; many fires.
8 March 1945 - Hamburg (5.49) - Fires seen through clouds.
11 March 1945 - Essen (5.21) - Cloud and smoke seen.
12 March 1945 - Dortmund (5.57) - do.
14 March 1944 - Homburg (6.12) - Bombed aiming point.
15 March 1945 - Hagen (5.46) - Many fires.
20 March 1945 - Recklinghausen (5.28) - Good bombing.
24 March 1945 - Gladbeck (5.50) - Bombed aiming point.
25 March 1945 - Munster (4.06) - do.
8 April 1945 - Hamburg, Blohm and Voss yards (6.02) - Good bombing.

Throughout a tour of 31 operational sorties in Halifax III aircraft with No.158 Squadron, Flying Officer Mutchler has proved himself to be an air bomber of outstanding ability. At all times he has shown the greatest keenness to fly against the enemy, and in the face of the severest flak defences he has pressed on to place his bombs accurately.

His complete confidence and disregard for the safety of his own life have been a source of inspiration to others and contributed materially to a fine crew morale. It is recommended that this officer's record of skill, determination and courage throughout a hazardous tour of operations be recognized by the award of the Distinguished Flying Cross.

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MUTTON, P/O Jack Beauchamp (C89528) - **Distinguished Flying Cross** - No.298 Squadron - Award effective 23 May 1945 as per **London Gazette** dated 1 June 1945 and AFRO 1219/45 dated 27 July 1945. Born 11 June 1912 in Toronto; home there. Joined RAF in 1936 (535045). As a Warrant Officer he was commissioned 6 July 1944 (**London Gazette** dated 12 December 1944 refers) with new service number 56235. Transferred to RCAF in London, England, 6 November 1944. Repatriated 3 May 1945. To No.1 Air Command, 17 May 1945. To No.16 SFTS, 17 June 1945. To No.4 Release Centre, 16 September 1945. Retired 6 October 1945. DFC sent by registered mail.

Pilot Officer Mutton has completed two tours of operational duty. In 1941 he served as an air gunner in the Middle East and more recently as pilot and captain of aircraft. He has flown over France, Belgium and Holland and made deep penetrations into Norway. This officer has also towed gliders to Normandy, Arnhem and the Rhine crossing. During the crossing of the Rhine, Pilot Officer Mutton flew his aircraft steadily, undeterred by the intense fire from the defences and despite poor visibility released his glider in the detailed position. At all times this officer has accomplished his allotted tasks with skill and determination.

Public Record Office Air 2/9087 has recommendation drafted 7 April 1945 when he had flown 77 sorties (493 hours 15 minutes).

Pilot Officer Mutton has completed two tours, the first as gunner of a Sunderland in the Middle East in 1941 and the second with this squadron as a pilot and captain of an Airborne Forces Halifax. He has flown over occupied France, Belgium and Holland, and made deep penetrations into the difficult country of Norway on special missions. He towed gliders to Normandy, Arnhem and the Rhine Crossing. On the Rhine Crossing he flew his aircraft steadily with complete disregard to flak which shot down aircraft around him, and in spite of difficult smoke conditions he released his glider in the correct position. He is an exceptionally keen and able pilot and has carried out his operations with skill and determination throughout.

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MYERS, Sergeant (now P/O) Allan A. (R65786/J11470) - **Commended for Valuable Services in the Air** - No.4 SFTS - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. NOTE: microfilm at DHist gives names as Arnold Armistead. Born 10 September 1918 at Lindsay, Ontario; home there. Joined RCAF in Toronto, 7 June 1940; to No.1 ITS, 24 June 1940; graduated and promoted LAC, 20 July 1940 when posted to No.2 EFTS; to No.4 SFTS, 13 September 1940; graduated and promoted Sergeant, 18 November 1940. To Central Flying School, Trenton, 6 January 1941. To No.4 SFTS, Saskatoon to instruct, 12 April 1941. Commissioned 15 April 1942. Promoted Flying Officer, 15 October

1942. To No.1 General Reconnaissance School, Summerside, 31 December 1942; to No.31 OTU (Debert), 19 March 1943; to No.5 Manning Depot, 14 June 1943. To Ferry Command (Montreal), November 1943. To United Kingdom, 27 November 1943. Promoted Flight Lieutenant, 15 April 1944. Flew in England and West Africa to July 1945 (as of 3 May 1945 he was senior RCAF officer in Station Waterloo, West Africa); repatriated 8 July 1945; to No.8 Repair Depot, 28 July 1945; discharged 20 November 1945. Joined No.406 Squadron (Auxiliary), 11 August 1947 (120241) in rank of Flight Lieutenant; promoted Squadron Leader, 1 June 1948; became its CO on 1 January 1952. Queen's Coronation Medal, 23 October 1953 while CO of No.406 Squadron and Aide de Camp to Governor General. Died in Saskatoon, 9 May 2000 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2000. Photo PL-57204 shows him as of July 1953. Governor General's Records (RG.7 Group 26, Volume 57, File 190-I) has citation.

This NCO has been an inspiration to other instructors. He has, through long tedious hours of instruction, assisted very materially in graduating many classes of high standard pilots. This NCO's total flying time to date is 1,034 hours of which 797 have been spent in instruction on this station.

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MYERS, F/L Cecil Dennison (J23215) - **Distinguished Flying Cross** - No.407 Squadron - Award effective 27 April 1945 as per **London Gazette** dated 8 May 1945 and AFRO 966/45 dated 8 June 1945. Born 24 November 1921 in Vancouver; home in New Westminster (peace park caretaker); enlisted Vancouver 13 June 1942 and posted to No.2 Manning Depot. To No.11 Equipment Depot, 7 August 1941. To Calgary, 15 September 1941. To No.4 ITS, 28 February 1942. To No.3 Manning Depot, 22 May 1942 (date of promotion to LAC); to No.3 WS, 6 June 1942; course lasted until 18 December 1942 but not posted to No.8 BGS until 27 December 1942; graduated and commissioned, 1 February 1943. To No.36 OTU, 19 February 1943. To "Y" Depot, 12 June 1943. To RAF overseas, 23 June 1943 when he embarked in Canada. Disembarked in Britain, 1 July 1943. Attached to No.11 Radio School, 21 April to 24 August 1943. Promoted Flying Officer, 1 August 1943. To No.3 (Coastal) OTU, 24 August 1943. To No.407 Squadron, 3 November 1943. Promoted Flight Lieutenant, 1 February 1945. To Station Banff, 5 April 1945. Repatriated, 23 July 1945 and posted to Dartmouth that date. To Release Centre, 11 September 1945 and retired 22 October 1945. Attended University of British Columbia and became a lawyer. Rejoined RCAF Auxiliary (58453), 18 October 1951 with No.5003 Intelligence Unit in rank of Flying Officer. Promoted Flight Lieutenant, 1 February 1953. Promoted Squadron Leader, 1 January 1958. To No.19 Wing Headquarters, 1 July 1958. Reclassified as Legal Officer, 1 September 1958. To No.443 Squadron, 2 September 1958. Reclassified as Personnel Administration, 4 January 1960. To No.19 Wing Headquarters, 11 January 1960. Retired 18 October 1961. Died in Vancouver, 31 May 1974 as per British Columbia Vital Statistics. DFC presented 29 January 1947

Throughout a tour of operational duty this officer has proved to be an outstanding

wireless operator (air). He has invariably displayed great skill, courage and devotion to duty. One night in December 1944 it was largely owing to his fine work that an enemy submarine was attacked and probably sunk. On a previous occasion he was wireless operator in an aircraft when a U-boat was attacked and damaged in the face of heavy anti-aircraft fire.

Public Record Office Air 2/9078 has recommendation drafted 9 March 1945 when he had flown 41 sorties (400 hours five minutes):

On the night of 29th/30th December 1944 this officer was radar operator in L/407 and it was largely due to his outstanding work that a U-Boat was attacked and "probably sunk".

He was also W/T operator in W/407 on 7th February 1944 when a U-Boat was attacked and damaged in the face of heavy flak. Position 5156N 1831W.

During his recently completed tour of operations, Flight Lieutenant Myers consistently proved himself to be an exceptional WOP/AG both in ability and in his unswerving devotion to duty.

Aircraft referred to on 29/30 December is Wellington L/407/NC844, locality 5005N 0229W.

On 14 March 1945 the Commanding Officer, Station Chivenor, added his remarks:

I consider that this award is a fitting recognition of the good work and enthusiasm which this officer has continually displayed during his tour of operations, which culminated in a most promising attack on the night of 29/30 December 1944.

Training: Course at No.3 Wireless School (8 June to 18 December 1942) had 24.40 hours in Flying Classroom as First Operator, 1.40 in Flying Classroom on Listening Watch, and 14.05 in two-seater aircraft as sole operator. Ground courses in Theory (42/50), Radio Equipment (192/250), Morse (200/200), Procedure (182/200), Signals Organization (115/150), Armament (96/100) and Drill and P.T. (45/50). Placed 11th in a class of 78. Also spent 1.20 on turret training.

Course at No.8 BGS (29 December 1942 to 1 February 1943) involved nine hours 25 minutes in Fairey Battle (all gunnery and all by day). Fired 1,125 rounds on ground, 200 rounds air-to-ground and 1,600 rounds air-to-air. Assessed in Beam Test (7.8 percent hits), Beam Relative Speed Test (3.4 percent) and Under Tail Test (4.5 percent). Placed first in a class of 23. "Certified that practical harmonization, arming and loading of turrets has been carried out."

Assessments: "This officer while on this unit has displayed initiative and above average ability in the performance of his duties." (F/L J.M. Chalmers, No.407 Squadron, 15 November 1944;

counter

signed by W/C K.C. Wilson). He had flown 30 sorties and 290 hours (143 in previous six months).

“This officer has shown above average ability while undertaking the Intelligence course now being presented by this Unit. He has shown above average ability in carrying out IO duties at Summer Camp exercises and has undertaken other duties that have furthered the efficiency of the Unit. He is considered capable of assuming further responsibilities.” (S/L R.D. Thomas, No.5003 Intelligence Unit, 11 March 1953).

“His officer has been a member of 5003 Intelligence Unit since its formation. He possessed all the necessary qualifications for a good Intelligence Officer. He has acted as Commanding Officer of the Unit in the absence of the Commanding Officer.” (Officer’s signature illegible, 3 April 1955).

Notes: On 30 August 1941 there was a gas explosion at No.11 Equipment Depot, Calgary, which injured 21 airmen to varying degrees. He had a fractured ankle.

Application for Operational Wing, 12 March 1945 stated he had flown 41 sorties (400 hours 55 minutes), 1 November 1943 to 1 March 1945.

Form on repatriation dated 3 July 1945 stated he had flown 400 operational hours (41 sorties) and 223 non-operational hours. Time on types was Wellington (588), Anson (28) and Botha (seven). He noted he had been involved in the probable sinking of one U-Boat and probable damaging of another. He was volunteering for Pacific.

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MYERS, F/O Clyde Vincent (J27470) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 31 October 1915 in Halifax; educated Bloomfield High School and Dalhousie University. Home in Halifax (physics teacher); enlisted there 16 May 1942. To No.5 Manning Depot, Lachine, 5 July 1942. To No.9 BGS, Mont Joli, 21 August 1942 (non-flying duty); to No.3 ITS, Victoriaville, 24 October 1942; graduated and promoted LAC, 31 December 1942 but not posted to No.5 AOS, Winnipeg until 6 February 1943; graduated and commissioned 25 June 1943. To “Y” Depot, 9 July 1943; embarked from Canada, 16 July 1943; disembarked in Britain, 22 July 1943. To No.5 (Observer) AFU, 28 September 1943 (Anson aircraft, 28 hours ten minutes). To No.23 OTU, 9 November 1943 (Wellington aircraft, 68.55). Promoted Flying Officer, 25 December 1943. Attached to No.6 Group Battle School, March 1944. Attached to No.1659 Conversion Unit, 2 April to 18 May 1944 (Halifax aircraft, 17.05). To No.432 Squadron, 18 May 1944. Repatriated 15 November 1944. To Moncton, 4 January 1945. To No.121 Squadron, Dartmouth, 11 January 1945. Promoted Flight Lieutenant, 1 April 1945. To Release Centre, 25 June 1945; retired 29 June 1945. School teacher after the war;

enrolled for summer Reserve Recruiting duties (203958), 1 July 1952 to 17 April 1969 in rank of Flight Lieutenant. Died in Halifax, 1981. 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 13 September 1944 when he had flown 31 sorties (148 hours five minutes), 31 May to 12 September 1944. DFC sent by registered mail, 30 March 1949.

Having completed thirty-one successful sorties over enemy territory, this officer has proven his skill as a most efficient navigator. His co-operation, coolness and presence of mind contributed in a large measure to the success attained by his crew.

For his outstanding record of achievement and devotion to duty, this officer is recommended for the award of the Distinguished Flying Cross.

The sortie list was as follows (* denotes daylight operation):

1 May 1944 - Mount Couple (3.15)
5 June 1944 - Houlgate (3.20)
6 June 1944 - Coutrances (5.30)
8 June 1944 - Mayenne (5.35)
12 June 1944 - Cambrai (4.05)
21 June 1944 - St. Martin l'Hortier (3.55*)
23 June 1944 - Bientques (3.50)
27 June 1944 - Foret d'Eawy (4.00)
28 June 1944 - Metz (6.50)
1 July 1944 - Biennais (3.50*)
3 July 1944 - Biennais (3.50*)
5 July 1944 - Biennais (4.10)
7 July 1944 - Caen "B" (4.20)
12 July 1944 - Thiverny (4.30)
15 July 1944 - Nucourt (4.25)
17 July 1944 - Caen (3.50*)
24 July 1944 - Ferfay (3.50)
28 July 1944 - Hamburg (5.45)
9 August 1944 - Foret de Nieppe (3.55)
10 August 1944 - La Pallice (7.25)
12 August 1944 - Mont Richard (5.20*)
12 August 1944 - Falaise (4.25)
15 August 1944 - Brussels (4.15*)
16 August 1944 - Kiel (6.05)
18 August 1944 - Bremen (5.45)
25 August 1944 - Brest (4.10)

27 August 1944 - Mimeyceque (3.25)
31 August 1944 - Ile de Cezembre (4.50*)
9 September 1944 - Le Havre (4.15*)
10 September 1944 - Le Havre (4.15*)
11 September 1944 - Castrop Rauxel (5.15*)
12 September 1944 - Borkum (4.55*)

Notes: Repatriation form dated 5 November 1944 stated he had flown 33 sorties (160 hours 50 minutes), the last on 15 September 1944; also 147 hours 35 minutes non-operational flying.

His subsequent work in postwar recruiting is highly regarded. An assessment dated 12 September 1960 is indicative - "During the past summer this officer has once again proven to be a valuable asset at this unit. He has a sincere interest in the RCAF and the general welfare of the applicants interviewed and processed at the unit. F/L Myers has a thorough knowledge of recruiting and can be trusted to competently carry out any duties assigned to him. Recommend retention at this unit."

Training: Interviewed 16 May 1942 in Halifax. "Applicant is a good type. Good physique. Nice manner and approach. Intelligent. Suitable in all respects for Aircrew."

Attended No.3 ITS, 26 October 1942 to 1 January 1943. Courses in Mathematics (118/150), Armament, written (47/50), Armament, practical (47/50), Signals, buzzer (100/100), signals, lamp (50/50), Navigation (136/150), Airmanship, Theory of Flight, Engines (78/100), Drill (68/100), Law and Discipline (86/100), Meteorology (45/50), Aircraft Recognition (98/100) and Anti-Gas (47/50). Placed 62nd in a class of 128. "This airman has a good education and excellent ability. His experience as a teacher should prove to be of valuable assistance. Has a neat and smart appearance. He is keen, tactful and dependable"

Attended No.5 AOS, 8 February to 25 June 1943. Anson aircraft - 30.25 as day, first navigator by day, 30.55 as second navigator by day, 25.45 as first navigator by night, 11.40 as second navigator by night, 4.05 on photography. Graded in Navigation air work (550/700), Photography, air (86/100), Elements of Navigation (302/500), Magnetism and Compasses (83/100), Instruments (33/50), Signals, practical (80/100), Signals, written (42/50), Maps and Charts (37/50), Meteorology (64/100), Photography (43/50), Reconnaissance (46/50), Armament (44/50) and Aircraft Recognition (91/100). Was eighth in a class of 23. "Very good in air work. Examinations (nav) only average. Will be a very capable Navigator". Also described as "Jollu, good natured type. Gets along well with class. Good background."

Attended No.23 OTU, 9 November 1943 to 4 March 1944. Flew 36.35 by day and 33.00 by night. Plotted with radio aids, graded in map reading, DR navigation, Log Keeping, Astro Navigation (air and ground) and GEE. "This Navigator has shown good improvement, and although not startlingly so, has shown steady progress, He is a good member of a good crew but the Air Bomber does not show a great deal of keenness and initiative."

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MYERS, Sergeant Robert Bruce Stoddard (Can 11547) - **British Empire Medal** - Station Dartmouth - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 2 March 1916. Home in Dartmouth; enlisted for General Duties in Halifax, 7 July 1939. On strength of No.5 (BR) Squadron, 7 July 1939. Promoted AC1, 14 January 1940. Promoted LAC, 14 April 1940. Promoted Corporal, 15 October 1940. To No.8 SFTS, 28 December 1940. To "Y Depot, 1 January 1943; to RAF overseas, 2 February 1943. Promoted Sergeant, 1 March 1943. Reclassified as Disciplinarian, 26 August 1943. Repatriated 13 June 1945. To "K", 16 February 1946. To Air Armament School, 22 June 1946. Remained in postwar RCAF (11559), reverting to LAC, 1 October 1946 and being classified Armourer that date. Reclassified Equipment Assistant, 10 October 1946. Promoted Corporal, 1 October 1949. Promoted Sergeant, 1 February 1952. Promoted Flight Sergeant, 1 April 1962. Medal presented 13 July 1948. Died in Dartmouth, Nova Scotia, 16 March 2007. Not to be confused with C11547 S/L William Henry Code.

Sergeant Myers has rendered high meritorious performance of ordinary duties as assistant to the Station Warrant Officer. He, in addition to normal duties, has always shown sincere interest in organization, and has volunteered his services far beyond all normal calls of duty. He has by a constant display of a high degree of initiative contributed materially to the efficiency of the station.

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MYERS, F/O William James (J18688) - **Distinguished Flying Cross** - No.441 Squadron - Award effective 17 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born in Windsor, Ontario, 23 March 1923; home there; enlisted there 5 May 1941 and posted to No.4A Manning Depot. To No.1 ITS, 15 July 1941; graduated and promoted LAC, 20 August 1941; posted that date to No.20 EFTS; graduated 10 October 1941 when posted to No.6 SFTS; graduated and promoted Sergeant, 2 January 1942. To "Y" Depot, 3 January 1942. To RAF overseas, 23 January 1942. Promoted Flight Sergeant, 2 July 1942; promoted WO2, 2 January 1943; promoted WO1, 2 July 1943. Commissioned 1 September 1943. Promoted Flying Officer, 1 March 1944. Initially served with No.403 Squadron; to No.441 Squadron, 1944. Repatriated to Canada 8 March 1945. To "Y" Depot, 14 April 1945; to United Kingdom, 1 May 1945. Repatriated 13 August 1945. Released 1 October 1945. Re-engaged with RCAF Auxiliary (120532), 28 October 1946 (No.401 Squadron), 28 October 1946. Reported variously as having served until 1949 or July 1957. Aerial victories as follows: **21 December 1943**, one Ju.87 destroyed, shared with another pilot, Peronne airfield (No.403 Squadron, Spitfire BS129); **13 July 1944**, three FW.190s destroyed two miles north of Laigle (No.441 Squadron, Spitfire ML205). DFC sent by registered mail 13 November 1949. RCAF photo PL-28756 (ex UK-10183 dated 1 May 1944) shows him.

This officer has displayed a high standard of skill and efficiency. he has completed very many sorties and has at all times pressed home his attacks with great determination inflicting much damage on the enemy. On one occasion his squadron encountered twelve enemy aircraft. Flying Officer Myers destroyed two before his aircraft sustained damage. Nevertheless, he continued the combat and destroyed a further enemy aircraft, bringing his total to three destroyed. This officer has set a worthy example.

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MYLES, P/O John Robinson (J16477) - **Air Medal (United States)** - No.541 Squadron - effective 23 June 1943 as per **London Gazette** of that date and AFRO 1459/43 dated 30 July 1943. Born 13 January 1923 in Saint John, New Brunswick; home there; enlisted Moncton, 26 February 1941. To No.1 Manning Depot, 14 March 1941. To Technical Training School, St. Thomas, 4 May 1941; to No.3 ITS, 20 June 1941; graduated and promoted LAC, 27 July 1941 although posting to No.21 EFTS was effective 26 July 1941; graduated 25 September 1941 when posted to No.9 SFTS' graduated and promoted Sergeant, 19 December 1941. To "Y" Depot, 20 December 1941; to TAF overseas, 7 January 1942. Arrived No.17 (P) AFU, 23 March 1942; to GR (general reconnaissance ?), 25 April 1942; to No.8 (C) OTU, 30 June 1942; to No.1 PRU, Benson, 26 August 1941; to No.541 Squadron, 19 October 1942; Commissioned 20 November 1942. Promoted Flying Officer, 20 May 1943. To No.108 Airfield, 23 August 1943; attached to No.410 Squadron, 28 August 1942; attached to No.400 Squadron, 16-28 October 1943; served in No.544 Squadron, 2 November 1943 to 17 July 1944; with No.618 Squadron, 17 July 1944 to 9 May 1945 (promoted Flight Lieutenant, 20 November 1944). Attached to Australia, 7 May to 1 June 1945. Arrived back in UK, 7 July 1945; to Canada, 6 August 1945. Invested with DFC at Buckingham Palace, 13 July 1945. Released 26 September 1945. Attended Queen's University and the University of Manitoba, where he received a Bachelor of Architecture Degree in 1950. He joined his father-in-law in the firm of Mott and Myles (later Mott, Myles, and Chatwin Ltd.) and practiced architecture in New Brunswick until he retired in 1989 following a stroke. Died Saint John, 6 October 2010. On 9 July 1945 he stated he had flown 70 sorties (44 with No.541 Squadron, 26 with No.544 Squadron). RCAF photo PL-28062 (ex UK-8951 dated 18 March 1944) shows him writing a letter; his navigator, F/O H.R. Cawker (J11805, Winnipeg) reads on the bed; caption says, in part, that Myles has flown 55 sorties and Cawker eight. RCAF photo PL-45287 (ex UK-22726 dated 19 July 1945) shows him at Buckingham Palace after investiture. For more on his career see Larry Milberry, **Canada's Air Force**, Volume 2. On 19 May 1943 the Air Ministry writes to the Canadian High Commissioner as follows:

I am directed to inform you that the Commanding General, European Theatre of Operations, United States Army, has expressed the desire to confer the United States Air Medal on Pilot Officers J.R. Myles and M.W.O. Jones. These officers are said to have accomplished many photographic reconnaissance missions under great hazards and difficulties, the execution of which materially aided the United States Eighth Bomber Command in determining the results of their bombing

missions and the planning of future operations.

The Commanding General's offer was accepted by this Department but it has since come to light that the first-named officer belongs to the Royal Canadian Air Force (Pilot Officer John Robenson Myles, Can/J.16477).

I am to request that you will be good enough to ascertain whether any objection is seen by your Government to the completion of the award to Pilot Officer Myles by the publication of the usual notice in the London Gazette. The omission to consult you at an earlier date is regretted.

In 2002 Mr. Myles provided to this transcriber the text of his Air Medal citation as published in USAAF Orders (date uncertain):

For exceptionally meritorious achievement while serving the Military Forces of the United States, from 6 September 1942 through 8 February 1943. During this period Pilot Officer Myles successfully accomplished many Photo Reconnaissance missions, under great hazards and difficulties, for the VIII Bomber Command. The results of these flights materially aided the VIII Bomber Command in determining the success of their bombing missions and the planning of future missions. The courage and skill displayed by Pilot Officer Myles reflect highest credit upon himself and the Armed Forces of His Majesty's Government.

MYLES, F/O John Robinson (J16477) - **Distinguished Flying Cross** - No.544 Squadron - Award effective 28 April 1944 as per **London Gazette** dated 5 May 1944 and AFRO 1186/44 dated 2 June 1944.

Flying Officer Myles is a most efficient operational pilot and has at all times displayed great keenness. On the 20th January 1944, when over Southern France, the starboard engine of his aircraft failed. In spite of complete wireless and electrical failure he safely reached base after a hazardous flight necessitating great skill and coolness. His courage and efficiency have been outstanding at all times.

Coastal Command Review of January 1944 included the following account by Myles himself:

On January 20 we were briefed for targets east of Toulouse. We were airborne in a Mosquito IX at 1120 hours and climbed to 10,000 feet over base before setting course for Toulouse.

We crossed out at Selsey Bill, on track at 23,000 feet and found trails down to 23,500 feet. We debated whether to turn back, but hoping trails would rise over the Channel we continued and finally crossed in at Caen at 25,000 feet, just under the trails.

We flew over broken cloud in the middle of France but the sky was practically clear at Toulouse. We did one run over Toulouse and Toulouse Blagnac airfield for luck and then set course for the first target.

After covering the first two targets I noticed oil escaping from the starboard engine but as the temperatures and pressure seemed normal and as the remaining targets were in the general area of home, we decided to continue. While doing the sixth target the oil pressure began to fall. I called the Observer back from the nose and he turned on the emergency oil supply but this did not seem to help and at 1400 hours, when the oil pressure was nearing 25 pounds, I feathered the starboard airscrew.

We first thought of going to Corsica but we decided there was too much water to fly over and we were not sure of the state of the aerodromes there anyway.

We next considered returning to base but I knew there was a lot of activity on the North French coast that day and I did not like the idea of coming through it at 10,000 feet on one engine.

We decided to set course for Gibraltar. I did not know what our petrol consumption would be on one engine and I did not think we had enough to reach Gibraltar, but we figured we would fly as far as possible, bale out and walk the rest of the way.

We set course for the east coast of Spain and decided to fly down it. I gradually reduced height from 26,000 to 12,500 feet where we were able to maintain height without overheating the port engine. We had maps of Gibraltar and Marseilles but of nothing in between. However, after flying some time I remembered an emergency map which made it possible for us to get the outline of the coast and the approximate distance to Gibraltar.

By this time we had also figured that our petrol consumption would allow us just a faint chance of making Gibraltar as long as the engine held out. We set an approximate course inland for Gibraltar and I decided to risk using some of our precious current (the generator is on the starboard engine) on sending out an SOS in the hope of getting a vector to Gibraltar. We called both on W/T and VHF but received no reply.

As soon as we left the coast we found it impossible to map read on my small map so the Observer busied himself getting ready to bale out. We tore off the inner hatch, tested his harness and parachute etc.

After two hours on one engine we were getting a bit tired, but we computed our

petrol consumption again and it proved to be less than the first estimate. If only that engine would hold out !

After three hours we found ourselves over mountains with approximately one hour's petrol left. We now figured we must be on our Gibraltar map (which included the south coast of Spain) but with so many mountains around we could not pin-point ourselves accurately. But we realized from our watches that we must be near the south coast. We flew over the mountains full of expectancy...we pin-pointed ourselves on the coast of Malaga and there silhouetted against the sinking sun was the Rock of Gibraltar.

We circled the Rock at 10,000 feet, descended to 2,000 feet over the runway and fired off the colours of the day. I then made my first single engine landing in a Mosquito after spending six and a half hours in the air. Three and a half of these hours were on one engine and it did not even heat up.

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MYLES, S/L Thomas Roy (C11197) - **Member, Order of the British Empire** - Station Gander - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born in Nashwagsis, New Brunswick, 28 January 1905; educated there and Fredericton Business College. Also took International Correspondence School courses in estimation, buildings, architecture, reading blue prints. Employed in construction in Montreal (1928-1929 and New Brunswick (1930-1940). Home in Fredericton, New Brunswick; enlisted in Moncton, 29 August 1940 as Foreman of Works. To Eastern Air Command, 26 October 1940. To Station Dartmouth, , 27 January 1941. Promoted Sergeant, 24 February 1941. Promoted Flight Sergeant, 1 April 1941. Promoted WO2, 25 March 1942. Commissioned 1 May 1942. To No.1 Manning Depot, 1 May 1942. To No.4 Repair Depot, 16 May 1942,. To No.31 OTU, 28 May 1942. To No.1 OTU, 18 August 1942. To No.31 OTU, 16 September 1942. Promoted Flying Officer, 1 November 1942. To Eastern Air Command Headquarters, , 31 January 1943. To Station Gander, 13 April 1943. Promoted Flight Lieutenant, 1 September 1943. Promoted Squadron Leader, 1 January 1945. To Eastern Air Command Headquarters, 1 April 1946. Released 4 June 1946. Died 18 December 1995 in Fredericton, New Brunswick as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of April 1996. Governor General's Records (RG.7 Group 26, Volume 60, File 190-I, dossier 9) has citation to MBE. Presented 17 August 1949.

Squadron Leader Myles was appointed Works and Buildings Officer during the period when Gander was the main stepping stone for the delivery of overseas aircraft. He has done a superb job of supervising and maintaining the aerodrome under the most trying conditions. He has knit together a magnificent organization that could only have been accomplished by this officer's personal drive, diligence and devotion to duty. His efforts have been in keeping with the highest traditions

of the service.

Recommended 7 March 1946 by S/L F.E. Green, Station Gander; wording as above. He had been considered for a Canada Medal, 7 September 1943, but recommendation not on file.

Selected Assessments: "Hard working, conscientious and efficient. Assumes full responsibility for anything under his charge. Can be relied upon to handle any maintenance problem without being directed. A valuable Works and Buildings officer with a good service background in non-commissioned rank." (S/L T.C. McGill, 21 September 1942).

"An excellent Works and Buildings officer. Steady, reliable, a hard worker and good organizer. Has the interests of the Service at heart. Has done a splendid job on this station." (S/L J.H. Heaton, Station Gander, 10 December 1943)/

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MYLREA, WO Frank Henry (R58214, later J15597) - **Distinguished Flying Cross** - No.102 Squadron - Award effective 4 August 1942 as per **London Gazette** dated 11 August 1942 and AFRO 1371/42 dated 28 August 1942. Born in Victoria, 1 October 1920; home there (butter and egg salesman); enlisted Vancouver 27 June 1940. To No.1 ITS, Toronto, 22 July 1940; graduated and promoted LAC, 30 September 1940; posted that date to No.2 AOS, Edmonton; to No.4 BGS, Fingal, 22 December 1940; graduated and promoted Sergeant, 2 February 1941 when posted to No.1 ANS, Rivers, Manitoba To Embarkation Depot, 13 March 1941; to RAF overseas, 4 April 1941. To No.10 OTU, 10 May 1941. To No.102 Squadron, 12 August 1941. Commissioned 20 May 1942. (J15597). To No.158 Squadron Conversion Flight, 20 May 1942. To No.102 Conversion Flight, 9 September 1942. Promoted Flying Officer, 20 November 1942. To No.1652 Conversion Flight, 22 November 1942. Promoted Flight Lieutenant, 10 March 1943; on same day detached to No.1663 Conversion Flight. To Repatriation Depot, 21 October 1943. Repatriated 31 October 1943. To No.24 EFTS, Abbotsford, 11 December 1943; to No.7 SFTS, MacLeod, 24 March 1944. Graded as pilot, 3 November 1944; to No.3 SFTS, Calgary, 17 November 1944. To No.8 Release Centre, 2 February 1945; retired 16 February 1945. Graduated from University of British Columbia in geology. Died in North Vancouver, 31 March 1997.

Warrant Officer Mylrea is a navigator of exceptional merit and has at all times displayed the greatest determination to bomb the target. He has taken part in attacks on such targets as Bremen, Essen, Berlin, Wilhelmshaven, Brest and other highly defended areas. His courage and determination have set an excellent example.

NOTE: DHist file 181.009 D.2995 (RG.24 Vol.20634) has recommendation dated 21 June 1942 when he had flown 28 sorties (200 hours 14 minutes), 14 August 1941 to 6 June 1942.

14 August 1941 - Hanover (7.58)
17 August 1941 - Bremen (9.38)
26 August 1941 - Cologne (7.35)
29 August 1941 - Frankfurt (8.48)
31 August 1941 - Brest (6.00)
2 September 1941 - Ostend (5.11)
6 September 1941 - Huls (8.05)
8 September 1941 - Kassel (9.14)
12 September 1941 - Frankfurt (9.02)
20 September 1941 - Berlin (8.23)
26 September 1941 - Mannheim (5.53)
29 September 1941 - Stettin (10.43)
1 October 1941 - Stuttgart (9.04)
16 October 1941 - Duisburg (7.08)
20 October 1941 - Wilhelmshaven (5.36)
7 November 1941 - Berlin (10.48)
30 November 1941 - Hamburg (7.49)
27 December 1941 - Boulogne (5.02)
6 January 1942 - Paris area (6.43)
8 January 1942 - Brest (6.25)
14 April 1942 - Le Havre (5.50)
16 April 1942 - Lorient (7.18)
28 April 1942 - Kiel (6.28)
19 May 1942 - Paris (6.05)
30 May 1942 - Cologne (6.04)
1 June 1942 - Essen (5.44)
3 June 1942 - Bremen (5.15)
6 June 1942 - Emden (4.21)

This Warrant Officer has been flying on operations since August 1941 and has completed 28 operational sorties against targets in enemy occupied territory. He is a navigator of exceptional merit and has at all times shown the greatest keenness and utmost determination to bomb the targets. By careful planning with his captains and attention to detail before a trip, and his coolness and skill during flight, he has undoubtedly contributed to the success of the missions in which he has taken part. His example has been an inspiration to the rest of the squadron and I strongly recommend him for the award of the Distinguished Flying Cross.

The website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york41/z6940.html> provides the following about an incident in his career:

WHITLEY Z6940 DAMAGED BY FLAK, RETURNED TO TOPCLIFFE AIRFIELD.

On the night of 29th / 30th August 1941 the crew of this 102 Squadron aircraft were tasked with Ops to Frankfurt to bomb the main railway station. This aircraft took off at 21.09hrs but was hit by flak over the target area. The pilot was able to return to Topcliffe and make a safe landing at 05.57hrs. The crew are not believed to have been injured.

Pilot - P/O Kenneth Derek Whisken RAFVR (61037), of Bournemouth, Hampshire.

Second Pilot - Sgt Edward William Smith RCAF (R/62692).

Observer - Sgt Frank Henry Mylrea RCAF (R/58214), of Vistoria, Canada.

? - Sgt George Edward Thompson RAFVR (637513), of Dunbar, East Lothian.

? - Sgt Thomas Beatty Nisbet RAFVR (980458).

Notes: Assessed 24 July 1943 at No.1663 Conversion Unit when he had flown 532 hours 25 minutes (41.10 in past six months). "This officer is well above average in all respects and has done very well as Unit Navigation Officer." (W/C R.A. Norman).

Application for Operational Wing dated 3 May 1944 states he had flown 28 sorties (197 hours 50 minutes) with No.102 Squadron, 14 August 1941 to 6 June 1942; three sorties (15 hours five minutes) with No.158 Squadron, 25 June to 31 July 1942; and two sorties (13 hours 15 minutes) with No.1663 Heavy Conversion Unit, 24-27 July 1943. Sortie listing explained the additional trips as follows:

25 June 1942 - No.1663 Conversion Unit - bombing Bremen (6.45)

27 July 1942 - No.1663 Conversion Unit - Sea search, North Sea (3.45)

31 July 1942 - No.1663 Conversion Unit - bombing Dusseldorf (4.35)

24 July 1943 - No.1663 Conversion Unit - Sea search, North Sea (6.30)

27 July 1943 - No.1663 Conversion Unit - Sea search, North Sea (6.45)

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MYLREA, Corporal Raymond Gilbert (R139719 or R139717) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** dated 16 June 1944 (amendment to Birthday Honours List). Born 16 February 1916; enlisted in Saskatoon, 14 November 1941 as Radio Mechanic and posted to No.3 Manning Depot. To No.3 To McGill University, 23 January 1942; to No.1 Manning Depot, 11 July 1942; promoted LAC, 10 July 1942; to No.31 RS, 29 July 1942. To "Y" Depot, 12 October 1942; to RAF overseas 21 October 1942; promoted Corporal 24 May 1943; repatriated 23 October 1945; releases 22 November 1945. Died in Kindersley, Saskatchewan, 16 September 1998 as per **Legion Magazine** of September 1999.

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MYNARSKI, P/O Andrew Charles (J87544) - **Victoria Cross** - No.419 Squadron - Awarded as

per **London Gazette** dated 11 October 1946 and AFRO 1042/46 dated 1 November 1946. Born in Winnipeg, 14 October 1916; home there (fabric cutter); enlisted there 29 September 1941. Granted Leave Without Pay until 11 November 1941 when posted to No.3 Manning Depot. To No.2 WS, 28 March 1942. Promoted LAC, 30 April 1942. To No.3 BGS, 12 September 1942. Graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 2 January 1942; to RAF overseas, 4 January 1942. Promote Flight Sergeant, 18 June 1943. Commissioned with effect from 11 June 1944. Killed in action, 12/13 June 1944. Award presented by AOC, No.2 Air Command to his mother in Winnipeg. June 1984 issue of **Journal of the Canadian Aviation Historical Society** had extensive coverage of him.

Pilot Officer Mynarski was the mid-upper gunner of a Lancaster aircraft, detailed to attack a target at Cambrai in France, on the night of 12th June, 1944. The aircraft was attacked from below and astern by an enemy fighter and ultimately came down in flames.

As an immediate result of the attack, both port engines failed. Fire broke out between the mid-upper turret and the rear turret, as well as in the port wing. The flames soon became fierce and the captain ordered the crew to abandon the aircraft.

Pilot Officer Mynarski left his turret and went towards the escape hatch. He then saw that the rear gunner was still in his turret and apparently unable to leave it. The turret was, in fact, immovable, since the hydraulic gear had been put out of action when the port engines failed, and the manual gear had been broken by the gunner in his attempts to escape.

Without hesitation, Pilot Officer Mynarski made his way through the flames in an endeavour to reach the rear turret and release the gunner. Whilst so doing, his parachute and his clothing up the waist were set on fire. All his efforts to move the turret and free the rear gunner were in vain. Eventually the rear gunner clearly indicated to him that there was nothing more he could do and that he should try to save his own life. Pilot Officer Mynarski reluctantly went back through the flames to the escape hatch. There, as a last gesture to the trapped gunner, he turned towards him, stood to attention in his flaming clothing, and saluted, before he jumped out of the aircraft. Pilot Officer Mynarski's descent was seen by French people on the ground. Both his parachute and his clothing were on fire. He was found eventually by the French, but was so severely burnt that he died from his injuries.

The rear gunner had a miraculous escape when the aircraft crashed. He subsequently testified that had Pilot Officer Mynarski not attempted to save his comrade's life, he could have left the aircraft in safety and would, doubtless, have escaped death.

Pilot Officer Mynarski must have been fully aware that in trying to free the rear gunner he was almost certain to lose his own life. Despite this, with outstanding

courage and complete disregard for his own safety, he went to the rescue. Willingly accepting the danger, Pilot Officer Mynarski lost his life by a most conspicuous act of heroism which called for valour of the highest order.

McADAM, F/O Robert Dorman (J7622) - **Mention in Despatches** - Overseas - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born 27 November 1922. Home in Greenfield Park, Quebec. Enlisted in Montreal, 4 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 28 December 1940. To Trenton, 11 January 1941. To No.3 ITS, 9 April 1941; graduated and promoted LAC, 16 May 1941 when posted to No.11 EFTS; graduated 3 July 1941 when posted to No.6 SFTS; graduated and promoted Sergeant, 13 September 1941; subsequently commissioned with effect from that date. To "Y" Depot, 7 February 1942; to RAF overseas, 24 February 1942. Promoted Flying Officer, 13 September 1942. Shot down and taken prisoner with No.39 Squadron, 27 March 1943. Promoted Flight Lieutenant, 13 September 1943. Reported safe in United Kingdom, 11 May 1945. Repatriated 1 June 1945. To Lachine, 12 June 1945. To No.1 SFTS, 5 August 1945. To Release Centre, 30 September 1945. Retired, 4 October 1945. Re-engaged as pilot (Flying Officer), 7 December 1948; retired again 5 September 1949, settling in Greenfield Park, Quebec. Died 26 March 1969. No citation.

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McADAM, WO William David (R160184, later J89002) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 15 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born in Hamilton, 2 December 1923; home in Toronto; enlisted there 4 April 1942. Granted Leave Without Pay on 22 April 1942; to No.5 ITS, 15 August 1942; graduated and promoted LAC, 10 October 1942; to No.13 EFTS, 24 October 1942; may have graduated 18 December 1942 but not posted to No.16 SFTS until 3 January 1943; graduated and promoted Sergeant, 30 April 1943. To "Y" Depot, 14 May 1943; to RAF overseas, 26 May 1943. Promoted Flight Sergeant, 30 October 1943. Commissioned 23 August 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Station Greenwood, 31 July 1945. Retired 31 October 1945. RCAF photo PL-28316 (ex UK-9356 dated 30 March 1944) shows McAdam alone. RCAF photo PL-28320 (ex UK-9360 dated 30 March 1944) is captioned as follows: "Sergeant Norman Ransom of Lindsay, Ontario, left, a bomb aimer, shows his skipper, Flight Sergeant Bill McAdam of Toronto the navigator's table in a Halifax of the RCAF Bomber Group's Snowy Owl Squadron. Recently, on their first trip as a crew, their aircraft was seriously damaged by flak, FS McAdam wounded and the navigator killed. With one engine knocked out, the 20-year old pilot continued on to bomb Stuttgart and following a course set for him by Sergeant Ranson, the bomb aimer, succeeded in returning to base." PL-28318 (ex UK-9358) shows McAdam on left, Ranson on right and McAdam shows where he was wounded by flak in the leg. Photo PL-28319 (ex UK-9359) is similar (McAdam on right, Ranson on left). Died 27 February 1992 in Toronto as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of June 1992.

Warrant Officer McAdam is a fearless and devoted captain whose example

throughout the many sorties in which he has taken part has instilled great confidence in his crew. On one occasion, when over Stuttgart, his aircraft was hit by anti-aircraft fire. The aircraft was seriously damaged and the navigator was killed. Though himself wounded, Warrant Officer McAdam assisted the air bomber to plot the homeward course. He displayed commendable courage and resource in trying circumstances.

NOTE: Public Record Office Air 2/9159 has a slightly different text which describes other aspects of the action:

This officer [sic] is a skilful and courageous pilot. During an operation over Stuttgart his aircraft was struck by anti-aircraft fire. The navigator was killed. One engine was rendered useless. Although wounded himself, Warrant Officer McAdam assisted in working out courses and bringing the aircraft and crew safely back to this country. This officer has completed many sorties and has displayed outstanding courage and airmanship.

The incident involved Halifax LW418, target Stuttgart, 15/16 March 1944. It was one of two No.420 Squadron Halifaxes lost on this operation (the other was LW426). Airborne at 1908 hours, 15 March 1944 from Tholthorpe. Outbound, hit by flak which killed the navigator (Sergeant W.E. Briggs, RCAF) and wounded McAdam in both legs. The starboard inner was wrecked, and height was lost. Despite the pain from his injuries, Sergeant McAdam decided to continue the operation. On the return flight, by which time the Halifax was down to less than 5,000 feet, flak again engaged the bomber, but with able assistance from Sergeant N.E. Ranson (RCAF, wireless operator) who had assumed the duties of navigator, McAdam regained the south coast and landed at 0310 hours at RAF Friston, a grass airfield in Sussex. Only then did he reveal to his crew that he had been wounded. Others in the crew were Sergeant C.Clements, Sergeant N.E.Ranson (RCAF, later DFM), Sergeant E.H.Pollock (RCAF), Sergeant R.E.White and Sergeant C.M.Campbell (RCAF).

On 7/8 August 1944, Halifax NA580 (PT-K) was detailed to attack La Hogue. Airborne Airborne at 2056 from Tholthorpe. Withheld the bomb load as instructed by the Master Bomber and landed 0025 on three engines at RAF Tangmere, Sussex. On touch down the Halifax swung off the runway and was damaged beyond repair. Crew were WO2 W.D.McAdam, DFC (RCAF), Sergeant S. Clements, WO2 M.E.Pett (RCAF), Flight Sergeant N.E.Ranson DFM (RCAF), Flight Sergeant E.H.Pollock (RCAF), Sergeant A.W.MacDonald (RCAF), Flight Sergeant C. Campbell (RCAF), and Sergeant C.A..Smith RCAF .

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McALLISTER, F/L John Everett (J13316) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 19 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 22 August 1921 in Milltown, New Brunswick; home there. Educated at University of New Brunswick, serving in COTC and Carleton and York Regiment. Enlisted in Moncton, 23 September 1941 and posted to No.1 Manning Depot. To No.14 SFTS (guard duty), 27 October 1941. To No.5 ITS, 6 December 1941; graduated and promoted LAC, 30 January

1942 but not posted to No.17 EFTS until 14 February 1942; graduated 24 April 1942 and posted next day to No.8 SFTS; graduated and commissioned 14 August 1942. To No.1 Flying Instructor School, 12 September 1942. To No.1 SFTS, 30 October 1942. Promoted Flying Officer, 14 February 1943. To "Y" Depot, 24 August 1943. To United Kingdom, 12 September 1943. Promoted Flight Lieutenant, 14 August 1944. Repatriated 12 May 1945. To Moncton, 27 May 1945. To No.1 Release Centre, 4 September 1945. Retired 5 September 1945. DFC presented 11 March 1949.

In October 1944, this officer was the pilot of an aircraft detailed to attack Wanne Eickel. Whilst many miles from the target area the aircraft was hit by anti-aircraft fire. A large hole was torn in the nose of the aircraft, the navigator was wounded and had to be taken to a rest position for attention. Nevertheless, Flight Lieutenant McAllister went on to the target and executed a successful attack. He afterwards flew the damaged aircraft back to an airfield in this country and effected a safe landing in difficult circumstances. Flight Lieutenant McAllister displayed high qualities of leadership, skill and resolution throughout.

DHH file 181.009 D.1513 ((Library and Archives Canada RG.24 vol.20600) has recommendation raised by W/C J. Lecomte on 25 October 1944 when he had flown 15 sorties (63 hours 20 minutes) and was a Deputy Flight Commander.

This officer was pilot of an aircraft detailed to attack Wanne Eickel on a day raid in October 1944. Twenty minutes before reaching the target area the aircraft was struck in several places by intense anti-aircraft fire. A large hole was torn in the nose of the aircraft by a burst of flak which also very seriously injured the navigator in the right leg. Flight Lieutenant McAllister had the navigator taken to the rest position where first aid was administered. This pilot then continued on with exceptional tenacity of purpose and display in navigation, pressing home the attack on the primary target with great determination and precision. Showing outstanding fortitude he flew the aircraft back to an airfield in this country under adverse weather conditions where he executed a landing with all airspeed indicators unserviceable owing to flak damage and against a very strong cross-wind, the presence of which he had not been forewarned. By this officer's skilful and calculated handling of his aircraft under these extremely difficult conditions, serious injuries to the members of his crew was avoided. He is thoroughly efficient and his exceptional qualities of leadership and coolness during his operational career has resulted in his appointment as Deputy Flight Commander and has been a fine example to his crew. It is most strongly recommended that his efforts be rewarded by the immediate award of the Distinguished Flying Cross.

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york44/nr156.html> offers the following details of incidents in his career:

HALIFAX NR156 DAMAGED BY FLAK, RETURNED TO EAST MOOR AIRFIELD.

On 17th September 1944 this 415 Squadron aircraft was on an operational flight to bomb German troop positions in the Boulogne area when it sustained minor flak damage to the port rudder and wing. The pilot was able to make a return to Yorkshire and land safely at East Moor. The aircraft was repaired. Information that this aircraft sustained damage on this flight was found in the flight engineer's logbook. The 415 Squadron ORB does not appear to list any damage to this aircraft so it must have been minor. Crew were - Pilot - F/O John Everett McAllister, RCAF (J.13316); Flight Engineer - Sergeant Charles Harry Genever-Watling, RAF (1649029); Navigator - F/O Charles John Prawdzik, RCAF (J.37535), of Polonia, Manitoba; Wireless Operator / Air Gunner - Sergeant J G/C Rhodes, RCAF (R/196609); Bomb Aimer - Sergeant Elgin Alonzo Moynes, RCAF (R179601), of Brantford, Ontario; Air Gunner - Sergeant G H Smith, RCAF (R.219176); Air Gunner - P/O A E Smith, RCAF (J.41351); Air Gunner - F/Sergeant J J Conroy, RCAF (R.187944). Many of the above named crew were involved in a more serious incident on 12th October 1944 flying in Halifax NP935, they were undertaking a daylight operational flight to Wanna Eickel when the aircraft was hit by flak seriously injuring the navigator F/O Prawdzik in the leg. F/Lt McAllister landed at Woodbridge airfield in an attempt to save the life of his navigator but a tyre burst on landing and the aircraft was further damaged slightly injuring the rear gunner, F/O A Smith. Sadly F/O Prawdzik had to have his leg amputated and then died of his injuries soon after landing. Two DFC's were awarded for actions given on this raid.

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McALLISTER, F/L William Ross (J5827) - **Air Force Cross** - No.2 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 8 February 1920 in Montreal (RCAF Press Release 4907 reporting award). Enlisted in Montreal, 14 September 1940. To No.5 (BR) Squadron, 8 October 1940. To No.1 ITS, 2 January 1941; graduated and promoted LAC, 8 February 1941 but not posted to No.4 EFTS until 20 February 1941; to No.9 SFTS, 10 April 1941; graduated and commissioned 21 June 1941. To Trenton, 22 June 1941. Apparently discharged to be a civilian flying instructor at No.11 EFTS. Recalled to RCAF 10 March 1942 by which date he was at No.17 EFTS. Promoted Flying Officer, 1 April 1942. To No.11 EFTS, 20 April 1942. Promoted Flight Lieutenant, 1 January 1943. To No.13 SFTS, 20 September 1943. To No.2 SFTS, 14 February 1944. Promoted Squadron Leader, 1 December 1944. To Station Uplands, 15 April 1945. Retired 21 June 1945. Had completed 1,454 flying hours to date, 1,207 hours as instructor, 141 hours in previous six months.

This officer, who has been employed on flying instructional duties for over two years, has at all times rendered most efficient and loyal service. His enthusiasm and leadership have been unflinching throughout. He is a skilful pilot, who has set an excellent example to pupils and instructors alike. He has executed his duties as a squadron commander at this unit with great keenness and ability, which has made possible the better training of war pilots.

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McALPINE, Sergeant (now P/O) Charles Curtis (R94605/J85128) - **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 20 February 1913. Home in Moose Jaw, Saskatchewan; enlisted Regina, 3 March 1941. Granted Leave Without Pay until 15 March 1941 when posted to No.2 Manning Depot. To No.36 SFTS (guard duty), 2 May 1941; to No.2 ITS, 9 June 1941; graduated and promoted LAC, 21 July 1941 when posted to No.3 AOS; graduated 12 October 1941 when posted to No.5 BGS; graduated and promoted Sergeant, 21 November 1941; to No.1 ANS, 22 November 1941; graduated 22 December 1941 and posted next day to "Y" Depot. To RAF overseas, 7 January 1942. Commissioned 3 March 1943. Repatriated May 1944. To No.2 BGS, 10 June 1944; to Mountain View, 19 July 1944; promoted Flying Officer, 3 September 1944; to No.1 BGS, 22 September 1944. To Release Centre, 10 March 1945; retired 12 March 1945.. No citation in AFRO.

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McALPINE, F/L David Alexander (C3056) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1672/45 dated 2 November 1945. Home in Toronto; enlisted in Montreal, 9 November 1940 in Administrative Branch. Granted rank of Flying Officer, 14 December 1940. Promoted Flight Lieutenant, 15 February 1941. As of 9 December 1941 he was at No.41 SFTS, Yorkton. To No.1 BGS, 25 June 1942. To Trenton, 15 July 1942. To "Y" Depot, 6 February 1944. Taken on strength of No.3 PRC, 5 March 1944. Repatriated 23 October 1945. Retired 3 December 1945. Deceased as of 30 September 1970 although precise date not known.

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McANALLY, FS Joseph Howard Arthur (R62244) - **British Empire Medal** - Canadian Joint Staff, Washington - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Born 24 October 1919 in Lethbridge, Alberta; home in Edmonton; enlisted in Saskatoon as Clerk, 5 July 1940. To "H", 18 July 1940. Promoted AC1, 1 October 1940. Promoted LAC, 1 January 1941. Promoted Corporal, 1 June 1941. Promoted Sergeant, 1 October 1941; to "A", 28 January 1942; to Washington, 15 February 1942; to be Flight Sergeant, 1 July 1942. Promoted WO2, 1 November 1943. Medal presented 29 February 1944. To "K", 20 November 1944. To Northwest Air Command, 19 February 1946. Retired 8 May 1946.

During the thirteen months that Flight Sergeant McAnally has been at this Headquarters he has been in charge of the RCAF Central Registry. In this period, changes took place in the organization of the Royal Canadian Air Force staff in Washington which required the re-organization and amalgamation of central registries. The smooth functioning of this aspect of administration throughout can largely be credited to the outstanding devotion to duty and initiative of this NCO. For a long period of time it was necessary for the Central Registry Staff to work exceptionally long hours, and this NCO, by his keenness, kept his staff working

willingly and cheerfully throughout.

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McARTER, F/O Donald Moir (J18293) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 17 September 1917. Home in Galt, Ontario; enlisted in London, 4 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 29 January 1941. To No.1 Manning Depot again, 18 March 1941. To No.5 Equipment Depot, 19 April 1941. To No.1 WS, 18 July 1941; promoted LAC, 21 August 1941; may have graduated 7 April 1941 (when posted to Trenton) but not promoted Sergeant until 25 April 1942, the date of his posting to No.7 BGS; graduated 25 May 1942 when posted to "Y" Depot; to RAF overseas, 13 June 1942. Commissioned 16 July 1943. Promoted Flying Officer, 16 January 1944. Repatriated 9 March 1945. Retired 14 May 1945. Died in Ridgeway, Ontario, 1969. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." DFC sent by registered mail, 20 June 1946. DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 22 June 1944 when he had flown 26 sorties (159 hours 37 minutes), 9 January 1943 to 7 May 1944.

This officer, an Air Gunner, has completed a tour of operations against the enemy which included many raids on heavily defended areas and against strong fighter opposition. Included in these were attacks on Berlin, Munich, Dusseldorf, Wilhelmshaven, and two low level attacks on Le Creusot and Pilsen. His complete disregard of opposition and exceptional tenacity of purpose, in addition to his outstanding devotion to duty and cheerful courage have contributed in a large measure to the successful tour of his crew. He has set an excellent example to the squadron by his untiring zeal and effort.

The sortie list was as follows:

9 January 1943 - Gardening (4.35)
14 January 1943 - Lorient (6.40)
29 January 1943 - Lorient (6.35)
3 February 1943 - Hamburg (6.40)
14 February 1943 - Cologne (5.00)
16 February 1943 - Lorient (6.05)
19 February 1943 - Wilhelmshaven (4.50)
5 March 1943 - Essen (4.55)
8 March 1943 - Nuremberg (9.10)
9 March 1943 - Munich (9.20)
3 April 1943 - Essen (5.05)
16 April 1943 - Pilsen (9.45)
20 April 1943 - Stettin (8.20)
28 April 1943 - Duisburg (4.40)
30 April 1943 - Essen (5.10)
19 May 1943 - Le Creusot (7.20)

3 October 1943 - Kassel (6.15)
4 November 1943 - Dusseldorf (4.58)
21 January 1944 - Magdeburg (7.35)
6 March 1944 - Trappes (5.10)
23 March 1944 - Laon (6.50)
20 April 1944 - Lens (4.48)
22 April 1944 - Dusseldorf (5.22)
26 April 1944 - Essen (5.14)
27 April 1944 - Montzen (4.19)
7 May 1944 - St. Valery-en-Caux (3.56)

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McARTHUR, Sergeant Duncan MacKenzie (R64072) - **Mention in Despatches** - Overseas - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born 20 January 1920. Home in Milton, Ontario; enlisted in Hamilton, 1 April 1940 as Wireless Electrical Mechanic. To No.1 WS, 26 April 1940. Reclassified as Wireless Operator (Ground), 1 June 1940. Graduated and promoted LAC, 16 September 1940. To RAF overseas, 26 September 1940. Promoted Corporal, 30 September 1941. Repatriated 7 September 1944. To No.1 Training Command, 10 October 1944. To Release Centre, 25 August 1945; retired 27 August 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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McARTHUR, FS Edwin Matthew (R77162) - **Distinguished Flying Medal** - No.405 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2258/43 dated 5 November 1943. Born in Montreal, 9 March 1916; home in Strathmore, Quebec. Grocery clerk for six years. Enlisted in Montreal, 14 October 1940. Posted to No.1 Manning Depot, Toronto, 15 October 1940. To Camp Borden, 23 November 1940. To No.2 WS, Calgary, 1 February 1941. Promoted LAC, 3 March 1941. To No.3 BGS, Macdonald, Manitoba, 21 June 1941; promoted Sergeant, 22 July 1941). To "Y" Depot, Halifax, 23 July 1941. Embarked for overseas, 14 August 1941. Taken on strength of No.3 PRC, Bournemouth, 15 September 1941. To No.1 Signal School, 29 September 1941. To No.23 OTU, 16 December 1941. Promoted Flight Sergeant, 22 January 1942. To No.419 Squadron, 13 May 1942. Promoted WO2, 1 November 1942. Promoted WO1, 1 May 1943. Date of posting to No.405 Squadron uncertain. Killed in action, 31 August 1943 (Halifax HR915); name on Runnymede Memorial. Aircraft shot down near Berlin. Flight Sergeant C.A. Goring (RCAF, Air Gunner) also killed. Five members of the crew baled out and were taken prisoner - P/O J.T. Maddock (RAF, pilot), S/L G.D. Pearson, DFC (RCAF, navigator), Sergeant D. Madden (RAF, bomb aimer), Sergeant F. Peacock (RCAF ?, air gunner) and Sergeant A.N. Gocher (RAF, flight

engineer). DFM presented to next-of-kin, 12 December 1944. RCAF photo PL-34541 taken at posthumous investiture - Henry S. McArthur (brother), J.M. McArthur (father) and J.K. McArthur (brother). Recommendation drafted 8 July 1943 when he had flown 31 sorties (162 hours 18 minutes) as per Ian Tavender, **The Distinguished Flying Medal Register for the Second World War** (London, Savannah Publications, 2000), citing Air 2/8979.

During many operational flights this airman has proved to be a wireless operator/air gunner of exceptional ability and determination. The calm and cool manner in which he has completed his duties has been of great service to his captain and crew, during raids on many occasions, being highly commendable.

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McARTHUR, Fl/O Nancy Mary (V30158) - **Member, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born Nancy Mary Smith. Home in Calgary; enlisted in Montreal, 3 January 1942 as Clerk (Administration). To CWF Training Depot on enlistment. To No.2 SFTS, 31 January 1942. To Training Depot again, 20 February 1942. Promoted Corporal, 21 March 1942 and reclassified as Administration. Promoted Sergeant, 1 June 1942. To "Y" Depot, 15 August 1942. To RAF overseas, 20 August 1942. Commissioned 4 January 1943. Promoted Flight Officer, 1 September 1943. Repatriated 22 February 1944. Retired 1 April 1944. Insignia sent by registered mail.

Flight Officer McArthur, during her service as an airwoman and also as an officer, placed the Service above all else and the example which this officer set was an inspiration to all with whom she came in contact. Flight Officer McArthur arrived overseas with the first draft of Royal Canadian Air Force Women's Division personnel and, shortly after her arrival, was appointed as Personnel Staff Officer to the Air Officer Commanding-in-Chief, Royal Canadian Air Force Overseas which appointment she held until her repatriation to Canada. Through her outstanding ability, cheerfulness, keenness and co-operation, Flight Officer McArthur was of the greatest assistance and was a great credit to the Royal Canadian Air Force in her dealings with the Royal Air Force, the Air Forces of other Dominions and all other Services and Departments of the United Kingdom Government with which her duties brought her in contact. In addition, this officer displayed both on and off duty a continued and active interest in the welfare of Women's Division personnel and of the Royal Canadian Air Force as a whole, far beyond that required of her.

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McAULEY, F/L Albert Gerald (J18888) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born in Hilton, Ontario, 3 October 1920; home in Belleville or Marmora, Ontario. Enlisted in Toronto, 31 July 1941. Granted Leave Without Pay until 31 August 1941 when posted to No.1 Manning Depot. To technical Training School, 10 October

1941 (probable guard duty); to No.6 ITS, 7 December 1941; graduated and promoted LAC, 30 January 1942 but not posted to No.20 EFTS until 14 February 1942; may have graduated 17 July 1942 but not posted to No.9 SFTS until 1 August 1942. Graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, 1 December 1942. To RAF overseas, 10 December 1942. Promoted Flight Sergeant, 20 May 1943. Commissioned 7 October 1943. Promoted Flying Officer, 26 February 1944. Promoted Flight Lieutenant with effect from that same day. Repatriated 23 April 1945. To No.1 Air Command, 8 May 1945. Retired 15 November 1945. Photo PL-32492 (ex UK-14108 dated 14 June 1944 taken on posting of W/C R.S. Turnbull (centre) from No.427 Squadron when he was presented with a cigarette case; left to right are F/L A.G. "Mike" McAuley (Belleville, Ontario), S/L George Cribb, DFC (RAF, flight commander), Turnbull, F/L H.O. Holroyde (Toronto, squadron adjutant) and S/L Neville Murray, DFC (Trinidad, flight commander). No citation in AFRO other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation forwarded to Station Leeming, 22 June 1944 when he had completed 31 sorties (206 hours).

This pilot has completed thirty-one sorties on which twenty-five have been on major targets. Flight Lieutenant McAuley was a Deputy Flight Commander and his work generally has been of excellent calibre. His ability to make instant decisions in emergency [sic], skilful pilotage and cool judgement has been an inspiration to his crew.

The sortie list was as follows:

15 September 1943 - Mont Lucon (7.25)
16 September 1943 - Modane (8.10)
22 September 1943 - Hanover (2.55, duty not carried out)
27 September 1943 - Hanover (6.25)
29 September 1943 - Bochum (5.45)
4 October 1943 - Frankfurt (7.10)
8 October 1943 - Hanover (5.30)
3 November 1943 - Dusseldorf (5.25)
18 November 1943 - Mannheim (8.00)
19 November 1943 - Leverkusen (6.15)
22 November 1943 - Berlin (7.30)
25 November 1943 - Frankfurt (7.30)
26 November 1943 - Stuttgart (8.30)
3 December 1943 - Leipzig (8.30)
29 December 1943 - Berlin (7.20)
20 January 1944 - Berlin (7.40)
15 February 1944 - Berlin (6.15)
19 February 1944 - Leipzig (6.40)
20 February 1944 - Stuttgart (7.30)
25 February 1944 - Augsburg (7.45)
13 March 1944 - Le Mans (5.05)
15 March 1944 - Stuttgart (8.15)

18 March 1944 - Frankfurt (5.20)
22 March 1944 - Frankfurt (5.50)
24 March 1944 - Berlin (7.25)
30 March 1944 - Nuremberg (1.25, duty not carried out)
27 April 1944 - Aulnoye (4.40)
7 May 1944 - St. Valery en Caux (3.50)
11 May 1944 - Boulogne (4.30)
12 May 1944 - Louvain (4.50)
22 May 1944 - Le Mans (4.50)
31 May 1944 - Au Fevre (4.25)

RCAF Routine Order 1101 published 17 July 1942 reads as follows (note rendering of name - "Gerard" rather than "Gerald."):

R119494 Leading Aircraftman Albert Gerard McAuley, an airman of the Royal Canadian Air Force serving at No.20 Elementary Flying Training School, Oshawa, Ontario, was tried by a district court-martial on the 8th day of June 1942 and was found guilty on the following charges:

(a) Flew aircraft at an altitude of less than 1,000 feet contrary to Station Standing Orders.

(b) Flew aircraft outside an authorized flying area contrary to Station Standing Orders.

He was sentenced to undergo detention for 42 days. The findings and sentences, having been confirmed by the Air Officer Commanding, No.1 Training Command, Toronto, Ontario, were promulgated to the accused.

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McAULEY, F/L Vincent Cronkite (J4761) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 2 November 1942 as per **London Gazette** dated 6 November 1942 and AFRO 272/43 dated 19 February 1943. Born in Royalton, New Brunswick, 4 January 1918 (see MI.9 report); civil engineer before the war; home in Toronto. Enlisted in Moncton, 26 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 30 September 1940; to No.2 AOS, 30 September 1940; to, "EMP", 6 October 1940; to No.3 AOS, 14 October 1940; to No.2 BGS, 6 January 1941; graduated and promoted Sergeant, 16 February 1941; to No.1 ANS, 16 February 1941; commissioned 16 March 1941. To RAF Ferry Command, Montreal, 23 April 1941 at which time he reported having 83 hours on Ansons and 37 hours on Fairey Battles. Departed Montreal, 19 June 1941 in Hudson AM785 to Goose Bay. To Britain, 21-22 June 1941. Further trained overseas at No.11 OTU, Bassingbourne. Attained rank of Flight Lieutenant, 8 October 1942. Shot down and taken prisoner, 11/12 December 1942 (Stirling BF379, MG-D). Safe in UK, 9 June 1943. Repatriated 9 July 1943. To No.11 EFTS, 4 September 1943. To No.13 SFTS, 25 October 1943. To No.2 SFTS, 29 January 1944. Graded as pilot, 11 July 1944. To "Y" Depot, 24 August 1944. Taken on strength of United Kingdom, 17 September 1944.

Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. To No.1 PTU, 28 September 1945; to Greenwood, 30 September 1945. To Release Centre, 3 August 1946. Released 8 August 1946. Wife living in Toronto when decorated. DFC presented 25 February 1944; Bar presented 10 June 1948.

He is an outstanding navigator whose ability to fly straight to the most distant targets under difficult conditions is exceptional. This officer's record of continuous meritorious service and personal example has largely contributed to the high standard of navigation maintained in the squadron.

NOTE: Public Records Office Air 2/9604 has recommendation dated 18 September 1942 when he had flown 45 sorties (225 operational hours) as listed; text was more detailed than that published:

* daylight sortie
fire raising mission

3 September 1941 - Brest (4.200)
7 September 1941 - Berlin, early return (1.10)
10 September 1941 - Turin (7.10)
12 September 1941 - Frankfurt (5.30)
13 September 1941 - Brest (4.25)
15 September 1941 - Hamburg (5.40)
26 September 1941 - Cologne, recalled (2.25)
29 September 1941 - Stettin (7.00)
3 October 1941 - Brest (5.00)
11 October 1941 - Cologne (4.35)
13 October 1941 - Dusseldorf (3.40)
20 October 1941 - Bremen (3.00)
23 October 1941 - Brest (4.05)
31 October 1941 - Bremen, early return (2.10)
15 November 1941 - Kiel (6.25)
18 November 1941 - Brest (5.05)
23 November 1941 - Brest (4.50)
9 December 1941 - Holland/North Sea (2.25)
23 December 1941 - Brest (4.25)
27 December 1941 - Brest (4.05)
2 January or 26 January 1942 - Brest (4.40)
3 March 1942 - Paris (4.45)
8 March 1942 - Essen (4.55)
13 March 1942 - Cologne (4.35)
25 March 1942 - Essen (4.25)
28 March 1942 - Lubeck (6.00)
14 April 1942 - Dortmund, early return (3.05)
15 April 1942 - Dortmund# (5.20)
17 April 1942 - Hamburg (5.35)

22 April 1942 - GARDENING, Kiel (6.55)
23 April 1942 - Rostock (5.45)
3 May 1942 - Hamburg# (6.10)
5 May 1942 - Stuttgart (5.50)
7 May 1942 - GARDENING, Baltic (6.55)
8 May 1942 - Warnemunde (7.00)
30 May 1942 - Cologne# (time ?)
1 June 1942 - Essen# (time ?)
5 June 1942 - Essen# (time ?)
25 June 1942 - Bremen# (time ?)
16 July 1942 - Lubeck* (time ?)
31 July 1942 - Dusseldorf (time ?)
1 September 1942 - Saarbrucken (time ?)
2 September 1942 - Karlsruhe# (time ?)
8 September 1942 - Frankfurt# (time ?)
13 September 1942 - Bremen# (time ?)

Acting Flight Lieutenant McAuley is an outstanding navigator who has to his credit 45 operational bombing sorties against the enemy. His ability to get straight to the most distant targets under difficult conditions is exceptional and when acting as Bomb Aimer he has steered his captain over the target in every endeavour to drop his bombs in exactly the correct place.

Acting Flight Lieutenant McAuley has recently been filling the post of Squadron Navigation Officer and he has, by his personal example as a skilled navigator and a courageous member of an aircrew, been responsible for the high standard of navigation being maintained in the squadron.

McAULEY, S/L Vincent Cronkite, DFC (J4761) - **Bar to Distinguished Flying Cross** - No.7 Squadron - Award effective 31 July 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943.

In air operations this officer displayed courage and fortitude of the highest order.

Public Record Office Air 2/4995 has recommendation drafted 15 July 1943 when he had flown 52 sorties (274 operational hours) of which seven sorties (49 hours) had been flown since his previous award. The sortie list includes times flown on previous sorties and these have been added to the list shown above. Additional sorties (all with the Pathfinder Force) are as follows:

13 October 1942 - Genoa (8.40)
24 October 1942 - Milan (8.40)
13 November 1942 - Genoa (8.50)
15 November 1942 - Genoa (8.45)
20 November 1942 - Turin (7.25)
8 December 1942 - Turin (8.00)
11 December 1942 - Turin - missing

This officer was navigator of an aircraft detailed to attack a target at Turin one night in December 1942. After the target was reached and successfully attacked and the aircraft was en route for home, it was shot down. Squadron Leader McAuley's conduct in the harassing and trying circumstances that ensued was in keeping with the very highest traditions of the Service.

Public Record Office WO 208/3313 has MI.9 report of escape by McAuley plus 618551 Flight Sergeant Frederick Kitchener Nightingale and 4543011 Company Quartermaster-Sergeant William Cook, 1st Parachute Regiment (Army Air Corps, captured in Tunisia on 24 November 1942), based on interviews of 10 June 1943. All had left Lisbon on 8 June 1943, arriving Poole on 9 June 1943. Those portions dealing with McAuley and Nightingale are transcribed below; only that portion of CQMS Poole's escape is transcribed:

McAuley's aircraft left Oakington at about 1700 hours on 11 December 1942 to bomb Turin. Other members of the crew were F/L W. Christie, DFM (pilot, killed while baling out), Sergeant Jagger (RNZAF, navigator), Flight Sergeant McDonald (bombardier), Flight Sergeant Falkingham (wireless operator) and Sergeant R.W. McGraw (RCAF, rear gunner). At the time of interrogation all the remaining survivors were POWs in Italy.

We reached our target, but the weather was very hazy, and we had to descend to 7,000 feet to carry out our task properly. We were then hit by flak, about 2100 hours, and the aircraft was set on fire. We jettisoned our flares and bombs over Turin, and set course for home. We were losing height, and the pilot thought it inadvisable to try to cross the Alps, so he turned southwest, towards the French frontier. About 2145 hours, as we were still losing height, the pilot gave the order to bale out. We were then somewhere in the neighbourhood of Cuneo, in Piedmont (Italy).

Squadron Leader McAuley

I destroyed my secret equipment before leaving the aircraft. My parachute did not open properly, and I must have been unconscious when I landed. At 2335 hours I regained consciousness and found myself, with a dislocated right shoulder, lying in a ditch in an orchard. I had great difficulty in freeing myself from my parachute harness, and had not sufficient strength to conceal either my parachute or Mae West. I heard troops moving about close by. I opened my escape box, took a Horlick's tablet and got out my compass. With its aid I began walking west. I could not get my tunic off, or remove my badges, but I managed to pull my trousers over my flying boots.

In a short time I reached a canal about 15 feet wide, with steep sides. I realized that in my condition I could not cross it. I threw my pistol into it, and sat down in a field close by. In about an hour some Italian soldiers came. They shouted at me and fired their rifles in the air over my head. I then gave myself up. They spoke some French dialect of which I could understand a few words. I think I must have

fainted.

The soldiers took all my belongings from me except my watch. They then fetched a stretcher and carried me to a house where an old woman gave me a drink of sherry. Later I was taken to the "Headquarters of No.7 Commando" which I think must have been near Cuneo. Here my boots were taken off and I was laid on a table. A doctor came and gave me some kind of anaesthetic.

When I came to, there was an officer with a note book, and a Blackshirt in civilian clothes, standing beside me. The officer asked me a number of questions in English, such as the type of my aircraft, my squadron number, route, target, bomb-load, the number of men in my crew, and their names. I told him the type of aircraft, the number of men in the crew, and a few of their names including McGraw's. He told me that they had already captured Falkingham, and that my shoulder would be attended to next day.

I was put in a cell with two guards, and Falkingham was put in a similar cell next to me. I was given some food, but could get no sleep. There was a man in my cell writing at a desk. One of my guards who could French (which I could speak a little) asked me several further questions.

About 0800 hours on 12 December an officer brought Falkingham into my room, but we were not allowed to converse. I was then interrogated by an English-speaking Intelligence Officer who had come from Turin. He asked me if I had had a pistol, and I told him that I had thrown this away. He also asked me my address in Canada, which I gave him. He told me that he liked English people, but that his own house in Genoa had been destroyed by RAF raids. He added that the Italians had found our aircraft and that Nightingdale and McDonald had been captured.

About 1100 hours Falkingham was taken out of my room, and I was taken by car by a senior officer to a Military Hospital in Fossano. I arrived here about 1130 hours and was put in a single room. Three guards, however, also slept in it, and there were generally three people there throughout the day.

About 1600 hours I was taken to have my shoulder X-rayed. While this was being done several of the Italian patients came and jeered at me. That night a doctor set my dislocated shoulder, He did this in a manner which I thought deliberately brutal, and he and several other onlookers jeered at me during the process. The Sisters in the hospital, on the other hand, were extremely kind to me.

Next day (13 December), an Intelligence Officer came to see me, and produced a Red Cross Form which contained a space for my squadron number (which he knew), and my Station (which he did not). He told me that Christie had been killed, and the aircraft destroyed, and that they had captured all the crew except

McGraw.

He then asked me a number of questions about the armament, petrol load, and speed of my aircraft, how long my flight from England had taken, what methods of navigation were used in bad weather, and, **most insisently**, what was my Station. I did not answer these questions. This officer saw me twice later during my stay in the hospital. He did not ask me further questions, but on the last occasion he told me that McGraw had been captured. On 14 December my right arm was put in a plaster cast. Later I was told that Nightingale was in the same hospital, but I was not allowed to see him.

On the evening of 22 December I was given back my clothes, and with Nightingale as taken by car to Fossano station, and thence by train to Turin. At Turin we had to wait for about an hour and a half. During this time some Italian soldiers came and shook their fists at us, and made various offensive remarks.

Flight Sergeant Nightingale

I baled out after McGraw. On my way down I lost my left flying boot. I landed in a tree, breaking my left ankle. I saw the 'plane fall in flames nearby.

I took my parachute down and buried it and my Mae West. I then removed my badges and opened my escape box. I decided to walk northwest with the aid of my compass in the hope of ultimately reaching France. In a little while I met McDonald. He had taken off his tunic and was wearing a sweater. As I had great difficulty in walking, he made a pair of crutches with some sticks.

A motorcycle patrol passed quite near us, and a little later I heard some shots in the distance. About 0300 hours on 12 December I felt I could not go on, and I suggested to McDonald that he should leave me, and should take my escape kit to supplement his own. He refused to leave me or to take my kit. We then lay up in some bushes.

About 1100 hours we came out of the bushes and were seen by some peasants. About an hour later we were captured by some soldiers. They could speak French, which I can speak a little. They took us to a farm where we were given some cognac and coffee. About noon we were taken by car to what appeared to be a Military Hospital in a town which I cannot identify.

That evening we were taken by car to an aerodrome about 15 miles from this town, where we found Falkingham and Jeffries. I was interrogated here and was asked some questions about the aircraft which I did not answer. I was then examined by a doctor and taken to a hospital at Fossano.

On 14 December my leg was put in plaster. Next day the same intelligence officer described by S/L McAuley asked me similar questions, and produced a

Red Cross form containing a space for my squadron number and the “call number” of my station. I did not complete these spaces. He also asked me whether a man called McGraw was a member of our crew. I thought that this question might imply that McGraw was still at liberty, so I denied any knowledge of him.

On 22 December, with S/L McAuley, I was taken by car to Fossano and later by train to Turin.

S/L McAuley and FS Nightingale

At 02200 hours on 22 December, with an escort, we left by express train for Rome, where we arrived about 1530 hours on 23 December. About 1800 hours we were taken to Poggio Mirteto about 28 miles north of Rome. This place is a decontamination and transit camp for RAF POWs and is administered by the Regio Aeronautica. We were searched on arrival but our escape compasses were not found. We were segregated from the other POWs, but we saw the other members of our crew here, including McGraw, though we could not speak to them.

We were put in a small room together. We searched it very carefully for microphones. We could see no signs of these, but we did not discuss any service matters. During Christmas many of our guards were very drunk, and in their cups some of them expressed their resentment about the bombing of Turin by the RAF. As we were disabled, we were not, however, in a position to take advantage of their condition in order to escape, which otherwise would have been comparatively a simple matter.

On 26 December a Major asked S/L McAuley similar questions to those in previous interrogations. This time the interrogator knew that we had left from Oakington. He said that he had obtained this information from some papers found in a field near our crashed aircraft. On 29 December we were taken by car to the Celio Military Hospital in Rome.

Here McAuley was again interrogated by a man who claimed to be a scientist from the University of Rome. He could not speak English, and employed an interpreter. He brought with him a diagram of our W/T equipment, part of the navigator's log, and part of a chart used for our special equipment. These documents, he said, must have fallen from the aircraft before it blew up. He cross-examined McAuley at some length about these papers, but to all his questions he replied, “I don't know”. He also asked him several times if he had been guided to Turin by listening to a radio call from England on the 48.7 KC metre band. To this McAuley replied that they had listened to a dance band playing from Milan and had dropped their bombs to music, whereupon he left him. Later a doctor in the hospital told him that this supposed scientist was an Italian general.

Soon McAuley obtained some Italian/English grammars and dictionaries. We were not allowed to meet until about mid-January, but when we did meet, we began discussing escape plans in McAuley's room, of which he was now the sole occupant. About mid-February, McAuley found that it was possible to get out of a window in his room. About 20 March we knew that we were about to be moved to a POW camp. We therefore began preparing to escape from the hospital to the Vatican City.

CQMS Cook

NOTE: That part of his report describing his capture (wounded in the side), transfer to Italy, and being sent to confinement at Fara Sabina has **not** been transcribed. His story takes up with his first escape attempt.

In February [1943] I initiated an attempt to escape from the Camp by means of a tunnel from the officers' latrine. Unfortunately this tunnel was discovered on 29 March, before it could be made use of.

I received an award of 30 days solitary confinement, but on 31 March my physical condition was such that I was removed to hospital. Later, on 4 April I was removed to Celio Hospital in Rome.

While here I learned that S/L McAuley and Sergeant Nightingale were also in the hospital, and were planning an escape. I resolved to join them if possible.

In a few days time I was able to walk. Though guards were constantly in the ward, they had become very slack, and a number of them generally slept on any vacant beds in the ward.

We collected a certain amount of material for civilian clothes. Our plan was to climb out of the window of McAuley's room, and thence to get over the hospital wall and to drop into the street beyond. We had a fairly good idea of direction of the Vatican City. We were told that the Pope held audiences on Wednesdays and Saturdays, and that many people attended. This information is not in fact correct, and the audiences are held on no fixed days.

About 0225 hours on the morning of 10 April (Saturday) Cook and Nightingale made up their beds to look as if they were occupied and left the ward on the pretext of going to the lavatory. They then entered McAuley's room. There we all put on garments and left by the window, which another POW closed after us. We had to leave the window in full view, but we were not observed, and we climbed the outer wall successfully. When we got to the top of the wall we realised that there was a drop of 25 feet on the outer side. This was too high for Nightingale to attempt, as his broken ankle was still weak. We therefore decided to go back and make another attempt later, when we could procure a rope. We

retraced our steps, and our POW friend inside the hospital opened the window of McAuley's room and let us in.

McAuley then collected from Red Cross boxes about 100 feet of string. This was plaited together by another POW. The bayonet of one of the sleeping guards was borrowed in order to extract the nails from our boots. We then nailed bits of slippers on to the soles of the boots in order to deaden their noise on our next attempt.

As Cook could speak German, we arranged that if we were captured in the street we should pretend to be Germans on a visit to Rome. We also arranged that Cook should go ahead through the streets, followed by McAuley and Nightingale at suitable intervals. We planned to smoke cigarettes so that we could keep one another in view and to warn one another of danger by coughing loudly.

On 13 April, the day before that decided upon for our second attempt, six new patients came into the hospital, with the result that all beds were full. We were afraid that this would mean that the guards might be unusually vigilant. That morning one of the guards to our knowledge noticed that a bar to McAuley's window was missing. He was, however, on bad terms with his NCO so apparently he did not report the matter to him.

At 0230 hours on 14 April Cook and Nightingale entered McAuley's room as before, and we all successfully climbed the hospital wall and made fast our rope to the top. We got over the wall, but on account of the presence of a carabinieri had not time to remove the rope.

Cook started off towards the Coliseum and we followed him. We had arranged to call ourselves by Italian names so that we could address one another in Italian if we were approached by carabinieri.

At about 0345 hours we arrived at the river Tiber near the Ponte St. Angelo. We were not aware when we left the hospital that the Vatican City was on the other side of the river. By this time there were many people about and the trams were running. Cook asked various people to direct him to the Vatican. The last man he asked seemed suspicious of his accent. Cook then addressed him in German, which the man could understand, and asked him the way to St. Peter's. The man guided him through the Porta Angelica, and the colonnades beyond it into the Square of St. Peter's, where Cook thanked him, and the man went away.

Meanwhile the rest of us were following at a reasonable distance. Cook rejoined us and we all stood and watched workmen passing through the Porta Sta. Anna into the Vatican buildings. After about ten minutes Cook again went ahead, through the Porta Sta Anna a approached a Swiss guard who was standing on the left-hand side of the gate. Cook asked the guard in French if he was Swiss, and on receiving a reply in the affirmative, declared himself. McAuley and

Nightingale followed almost directly afterwards.

We told the Swiss guard that we were three escaped prisoners of war. The gendarme asked us "If we were three Generals?" He then took us inside the entrance and fetched a Pontifical gendarme, who conducted us to the gendarme's barracks.

Later one of the gendarmes told us that an Italian carabinieri had come to them to ask for us to be handed over, but that his request had been refused.

On 24 April we were visited by Mr. Hugh Montgomery from the British Legation to the Holy See. We were given civilian clothes and shoes. Arrangements were then put on foot for our exchange.

On 25 April we were received in audience by His Holiness Pope Pius XII. Cook is a Roman Catholic, but McAuley and Nightingale are Protestants. The Pope gave us his benediction and his good wishes and presented us all with rosaries.

We left Rome by air on 7 June via Barcelona and Madrid, where we spent the night. We then continued our journey by air to Lisbon, where we arrived on 8 June, and were taken to the British Embassy.

The website "Lost Bombers" describes his downing as follows: Stirling BF379, No.7 Squadron, MG-D, target Turin. This aircraft had no earlier operational history. Airborne at 1704 hours, 11 December 1942 from Oakington. Hit by flak, cruising at 7,000 feet over the target, setting fire to the outer starboard engine. F/L W.T. Christie, DSO, DFM, managed to clear the target area but was unable to gain height in order to cross the Alps homebound. Heading south, he ordered his crew to abandon near Cunio, after which the Stirling crashed at Fossano, Italy. F/L Christie did not survive the crash and is buried in Milano War Cemetery. Other crew listed as Sergeant W.R.Jaggar, RNZAF (POW), Flight Sergeant J.G.Jeffery (POW), S/L V.C.McAuley, DFC, RCAF (evaded), Flight Sergeant S O.Falkingham, DFM (POW), Flight Sergeant, I. MacDonald (injured), Sergeant F.K.Nightingale (POW), Sergeant R.W. McGregor, RCAF (POW).

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

PL-17380 has the following caption: "Back in Canada after a story-book career of capture,

escape and repatriation, Squadron Leader Vincent C. McAuley, DFC will shortly be receiving the congratulations of his friends in Toronto. McAuley, during his stay in Britain, has participated in 53 operational flights including all of the 1,000-bomber raids. He received his decoration for 'his ability to fly straight to the most distant targets under difficult conditions' and his record of continuous meritorious service. Shot down over Italy during one of the raids there, he was taken prisoner and placed in hospital. Later he managed to escape to the Vatican State where he received excellent treatment at the hands of the Pope and eventually figured in an exchange of prisoners. He was flown to Lisbon in an Italian plane and finally returned to England. His wife, Helen Ruth McAuley, resides at 82 Eglinton Avenue East, Toronto."

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McAVOY, FS John Kenneth (R107825, later J16837) - **Distinguished Flying Medal** - No.61 Squadron - Award effective 31 January 1943 as per **London Gazette** dated 16 February 1943 and AFRO 410/43 dated 12 March 1943. Born in Moose Jaw, 8 February 1909; home in Manitoba (teacher). Enlisted in Regina, 25 June 1941 and posted to No.2A Manning Depot. To No.8 BGS, 21 July 1941 (guard duty); to No.4 ITS, 20 August 1941; graduated and promoted LAC, 24 September 1941; to No.2 AOS, 28 September 1941; to No.8 BGS, 3 January 1942. Graduated and promoted Sergeant 14 February when posted to No.1 CNS. To "Y" Depot, 31 March 1942. To RAF overseas, 2 May 1942. Commissioned 19 March 1943. Invested at Buckingham Palace, 18 May 1943. Shot down and taken prisoner, 31 August 1943 (Lancaster, JA916, OF-L, No.97 Squadron, target Berlin). Airborne 2037 hours, 31 August 1943 from Bourn. Shot down by a night-fighter, exploded and crashed in the target area. Killed were P/O E.G.Dolby, DFC (RCAF) and Warrant Officer O.Lambert, DFM. Survivors were McAvoy, P/O J.Keddie DFM, Warrant Officer R.J.Williams, Warrant Officer E.H.Skinner, and W/C K.H. Burns, DSO, DFC who lost a hand in the action. W/C Burns was repatriated September 1944, but after being fitted with an artificial hand resumed his flying career. McAvoy promoted Flying Officer, 19 September 1943; promoted Flight Lieutenant, 19 January 1945; safe in Britain, 7 May 1945. Repatriated June 1945; retired 2 August 1945. Cited with F/L Kenneth H. Burns, RAF (awarded DFC; later W/C K.H. Burns, DSO, DFC). 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).

Flight Lieutenant Burns and Flight Sergeant McAvoy have flown together as captain and navigator on a number of operational sorties including a reconnaissance of Turin from a height of 500 feet. In January 1943 they took part in a raid on Berlin and, after releasing their bombs in the target area, obtained an excellent photograph. This officer and airman have always displayed exceptional courage and determination. Their fine fighting spirit has been an inspiration to all other members of their squadron.

The original recommendation, drafted 24 January 1943, is given by Ian Tavender, **The Distinguished Flying Medal Register for the Second World War** (London, Savanah Publications, 2000), citing Air 2/4947; he had flown twelve sorties (95 hours 50 minutes):

Flight Sergeant McAvoy has been Navigator to Flight Lieutenant Burns during

the twelve sorties of his tour. His work throughout has been exceptional and his accuracy has contributed materially to the outstanding success of his crew. He has on all occasions displayed that cool confidence and determination which knits and binds a crew into an efficient single unit. His efficiency was well exemplified during the Berlin raid on 16th/17th January 1943, when, unaided by the Pathfinder Force, he navigated his aircraft to the target area where they bombed and obtained a fine photograph. Throughout, Flight Sergeant McAvoy has displayed a fine offensive spirit which, coupled with the real success of his work, well merits a recommendation for the immediate award of the Distinguished Flying Medal.

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interview of 9 May 1945. He stated he had flown 46 sorties. Narrative as follows:

Set course from Gransden Lodge, Cambs. Trip to Berlin was made without incident. Track OK, timing OK, PDD lights and flares appeared as in briefing; arrived in Berlin about 2347 hours; took about a minute to pick out target on H2S and then proceeded on bombing run. Four loud explosions (cannon fire) heard to strike port side. Aircraft dived about 4,000 feet before being brought under control; on receipt of order to bale out I passed on word to Williams, the WOP, who evidently expected the order but had not heard it. The bomb aimer had proceeded to the hatch and had baled out, the pilot repeated the bale out signal with his finger as I passed him, I saw Dolby (flight engineer) behind a pile of windows and signalled and yelled at him to jump; his reply in yell and motion was that his chute was aft. I stretched back to his compartment, grabbed, handed it to him and saw him buckle it on. I baled out on motion from Dolby. Was injured in groin by chute harness during descent, harness loose. Visibility not good till near earth.

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McBAIN, F/L Andrew Harold Adelbert (J23638) - **Distinguished Flying Cross** - No.424 Squadron (deceased) - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 2 November 1917 in Gibbard, Alberta (farm labourer; truck driver). Home in Camrose, Alberta; enlisted in Toronto, 12 November 1941. To No.1 Manning Depot, 15 December 1941. To No.1 Equipment Dept, Toronto, 18 January 1942. To No.2 WS, Calgary, 24 May 1942. To No.4 ITS, Edmonton, 5 July 1942. Graduated and promoted LAC, 11 September 1942, but not taken on strength of No.8 BGS, Lethbridge until 11 October 1942. May have graduated 18 December 1942 but not posted to No.2 AOS, Edmonton until 28 December 1942; graduated and commissioned 5 February 1943. To "Y" Depot, Halifax, 20 February 1943. To RAF Trainee Pool, 28 February 1943 on embarkation. Disembarked in Britain, 17 March 1943. To No.3 (Observer) AFU, 4 May 1943. To No.22 OTU, 1 June 1943. To No.1659 Conversion unit, 1 August 1943. To No.419 Squadron, 28 August 1943. To No.424 Squadron, 21 January 1944. Attached to No.86 Bombing Leader Course, Manby, 10 June to 8 July 1944. Promoted Flight Lieutenant and posted

to No.415 Squadron, 6 August 1944. Killed in flying accident, 21 August 1944 (Halifax NA609 in collision with Halifax MX633). His aircraft, having been diverted on return from an operation, was returning to its base when the accident occurred. Medal presented to next-of-kin, 2 December 1946. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 15 August 1944 when he had flown 28 sorties (190 hours) from 2 September 1943 to 3 August 1944.

Flying Officer McBain has proven himself to be a most conscientious and skilful Air Bomber. Over a long period of time his consistently good work has inspired great confidence in his ability. Operating since September 1943, he has bombed such heavily defended German targets as Mannheim, Munich, Modane, Dusseldorf, Stuttgart and Berlin, and at all times has displayed a courage and outstanding ability worthy of high recognition. His quiet confidence has inspired a very high standard of morale in the crew members.

The sortie list was as follows:

2 September 1943 - Mining, Frisian Islands (3.50)
5 September 1943 - Mannheim (8.10)
6 September 1943 - Munich (9.25)
15 September 1943 - Montlucon (8.00)
16 September 1943 - Modane (8.40)
3 October 1943 - Kassel (7.45)
4 October 1943 - Frankfurt (7.40)
8 October 1943 - Hanover (5.50)
22 October 1943 - Kassel (7.30)
4 November 1943 - Dusseldorf (6.00)
26 November 1943 - Stuttgart (8.40)
3 December 1943 - Leipzig (8.35)
20 December 1943 - Frankfurt (6.50)
29 December 1943 - Berlin (7.30)
6 January 1944 - Mining, La Rochelle (8.00)
15 February 1944 - Berlin (8.20)
25 February 1944 - Augsburg (3.25, duty not carried out)
6 March 1944 - Trappes (5.25)
15 March 1944 - Stuttgart (9.20)
11 April 1944 - Mining, Kattegat (6.10)
18 April 1944 - Paris (5.25)
21 April 1944 - Mining, Brest harbour (6.00)
22 April 1944 - Dusseldorf (6.00)
26 April 1944 - Essen (4.25)
27 April 1944 - Aulnoye (4.55)
1 May 1944 - Mining, Brest harbour (4.50)
12 May 1944 - Boulogne (3.40)
5 June 1944 - Houlgate (5.25, D Day)

3 August 1944 - Foret de Nieppe (3.35, day)

Training: At No.8 BGS, course lasted 12 October to 18 December 1942. He flew in Anson aircraft for bombing training (33 hours by day, five hours 45 minutes by night) and in Battles and Bolingbroke for gunnery (seven hours 55 minutes, all by day). Fired 400 rounds in Beam Test, 1,200 rounds in Beam Relative Speed Test (no "Under Tail" Test). He also dropped 54 bombs (high level) by day and 18 bombs (high level) by night plus 12 bombs low level by day.

Course at No.2 AOS lasted 29 December 1942 to 5 February 1943; Anson aircraft (21.40 by day and 12.25 by night). Placed 16th in a class of 26.

NOTE: His assessments indicate a marked change in outlook. On 24 September 1943, while in No.419 Squadron, he was described adversely ("Does only what is required of him", "Makes mistakes - needs to be checked up occasionally", "Rarely puts himself out to help others", and "Has very little interest" (S/L R.K. Shields). As of 13 July 1944, however, he is reported as having flown 550 hours (100 in previous six months) and described as "A hard worker and able officer. Radar Leader on the squadron and most efficient at his work." (W/C J.D. Blane).

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McBEAN, FS Ronald Peter (R57864) - **Croix de Guerre (France)** - No.410 (RCAF) Repair and Salvage Unit (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. Born in Greenway, Manitoba, 10 April 1906. Home in Vancouver. Educated in British Columbia including business courses. Member of Canadian Militia, 11 Machine Gun Battalion, Canadian Machine Gun Corps, 2 October 1923 to 11 May 1926; 68th Field Battery Royal Canadian Artillery, 12 May 1926 to 28 September 1928, and 11 Machine Gun Battalion again, 13 September 1935 to 14 December 1936. Employed on auto body work, 1925-1932m mill work, 1932 to 1938, and by Inspiration Mining Company (prospecting and mining) from 1938 to enlistment. Enlisted in Vancouver, 13 May 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 24 May 1940. Promoted AC1, 13 August 1940. To No.4 SFTS, 2 October 1940. Promoted LAC, 1 December 1940. To No.8 Repair Depot, 24 July 1941. To No.10 Repair Depot, 23 August 1941. Promoted Corporal, 1 November 1941. To "Y" Depot, 23 March 1942; to RAF overseas, 30 April 1942, disembarking 13 May 1942. To No.410 Squadron, 11 June 1942. Promoted Sergeant, 1 October 1942. To No.1666 Conversion Unit, 10 August 1943. To No.410 Repair and Salvage Unit, 13 February 1944. Reported "Missing from 127 Wing, 8 June 1944" and subsequently reported safe. Promoted Flight Sergeant, 17 August 1944. Repatriated 7 August 1945. Retired 5 October 1945. Died in New Westminster, British Columbia, 20 July 1989 as per British Columbia Vital Statistics. Public Records Office Air 2/9645 gives unit and citation.

This NCO was in charge of a Salvage and Propeller Detachment attached to 3209 Servicing Commando which arrived on the beaches of Normandy on D+1. During the journey across the Channel their boat was torpedoed and sank, together with a great deal of their equipment. In spite of this experience, Sergeant McBean held strict discipline amongst his crew and worked on the salvage of

aircraft and clearing of the runways on B.2 landing strip whilst still under fire.
His outstanding ability and leadership inspired confidence in his men.

Notes: Described 22 July 1941 at No.4 SFTS as being “conscientious and reliable - would make a good NCO”, at which time he was specializing in Flight Maintenance of Crane, Anson and Harvard aircraft.

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McBEATH, Sergeant Harry Lindsay (R128527, later J39450) - **Distinguished Flying Medal** - No.7 Squadron - Award effective 6 July 1943 as per **London Gazette** dated 6 July 1943 and AFRO 1724/43 dated 27 August 1943. Born 10 October 1918; home in Vancouver (salesman and clerk); enlisted there 25 August 1941. Granted Leave Without Pay until 8 September 1941 when posted to No.3 Manning Depot. To Calgary, 10 October 1941. To No.4 ITS, 10 November 1941; graduated and promoted LAC, 3 January 1942 when posted to No.2 AOS; graduated 10 April 1942 and posted next day to No.8 BGS; may have graduated 23 May 1942 but not posted to No.1 ANS until 6 June 1942; graduated and promoted Sergeant, 23 June 1942. To “Y” Depot, 27 July 1942; to RAF overseas, 6 August 1942. Repatriated 22 May 1943. To No.5 EFTS, 23 June 1943. To No.3 SFTS, 21 August 1943. Graduated as pilot and commissioned, 10 December 1943. To No.2 Flying Instructor School, 14 January 1944. To No.17 SFTS, 13 March 1944. Promoted Flying Officer, 10 June 1944. To No.8 Release Centre, 8 March 1945; retired 4 October 1945. Medal presented 29 May 1947. NOTE: The citation refers to F/O G.H.F. Carter, DFC (RCAF), but in Carter's entry lists No.35 Squadron. Either there is an error respecting one of the men's unit, or this citation covers two men getting different decorations in different units. Both men are navigators.

In air operations Flying Officer Carter and Sergeant McBeath have displayed courage, initiative and fortitude in keeping with the highest traditions of the Royal Air Force.

Public Record Office Air 2/4974 has recommendation drafted 3 June 1943 by W/C H.H. Burnell, Commanding Officer of No.7 Squadron. He had flown eleven sorties (58 operational hours). Sortie list and submission as follows:

15 November 1942 - Genoa (2.23)
17 November 1942 - GARDENING (4.04)
20 November 1942 - Turin (8.21)
21 November 1942 - GARDENING (7.10)
28 November 1942 - Turin (4.46)
29 November 1942 - Turin (8.08)
2 December 1942 - Frankfurt (6.15)
6 December 1942 - Mannheim (3.41)
8 December 1942 - Turin (7.33)
11 December 1942 - Turin (5.39)
21 December 1942 - Munich (missing)

Sergeant McBeath was Air Bomber in an aircraft detailed to attack a target in Munich one night in December 1942. On the return journey, after successfully attacking the target, the aircraft was attacked by two night fighters resulting in the crew having to bale out.

Having effected a safe parachute landing, this Non-Commissioned Officer made his way by devious routes to Gibraltar and finally returned to this country. The resource, ingenuity and courage displayed by Sergeant McBeath in evading capture throughout a long and tedious journey through enemy occupied territory were of the highest order. Strongly recommended for the award of the Distinguished Flying Medal.

NOTE: Public Record Office WO 208/3313 has his MI.9 report of evasion. He was bomb aimer and front gunner of a Stirling, No.7 Squadron, detailed to bomb Munich on the night of 21/22 December 1942. On the return journey, near Rheims, they were attacked by two Bf.110 night fighters and shot down (F/O Hector Duro, pilot, killed, along with four other members of the crew). McBeath parachuted to safety.

I came down just northwest of Fraillicourt, northwest of Rethel...between 2330 and 2345 hours. I ran for a ditch immediately. Two men and a dog came past, but I made no movement and they went on towards the aircraft. I buried my parachute and flying suit in the ditch. The men and the dog returned and stopped for a few minutes quite near me. When they had gone I started walking due south.

I walked most of the night through the fields and stopped at a small church just outside the village of Seraincourt. I lay down behind the alter, wrapping myself in two small rugs.

About 0900 or 1000 hours next morning (22 December) I saw a small boy digging in a field near the church. I knocked on the window and held up the packet of matches from my escape aids box so that he could see the "V" sign. About 1200 hours the boy's father and mother and two uncles came into the church. I knew just enough French to make myself understood, and told them I was in the Royal Air Force, whereupon the women fetched food for me. I was left alone in the church throughout the afternoon. Some children came in and played, but an old woman chased them away before they discovered me. About 1700 hours the boy's father came in with civilian clothes and shoes and a loaf of bread and told me to make haste. He took me round the outskirts of the village to the western side, where two trucks were waiting. The trucks were filled with empty wine casks.

I was hidden in one of the trucks, on each of which there were three or four men, and taken to a tavern in Rheims owned by one of them.

That night I was visited by two Frenchmen, one of them the father of a young

man with whom I later travelled to Spain. Next night (23 December) one of these Frenchmen took me to his home, where I remained until 15 January 1943. During this time I was provided with an identity card.

I left Rheims on the night of 15 January for Paris with a young Frenchman. I travelled as a deaf mute. From Paris we went to Coutras. In Coutras we were met at the station by a Frenchman (about 0630 hours, 16 January). The Frenchman conducted us to a village which may have been St.Menard, six kilometres east of Coutras. We spent the day in a small hotel in the village, and that night were taken by bus to Mon Pont. There our French helper could not find a farmer who was to have taken us over the Line of Demarcation, so we stayed the night in Mon Pont.

Next morning (17 January) our helper from Coutras himself conducted us across the Line of Demarcation. We were told that there were German patrols with dogs on the Line, but we saw no sight of them. About 10 ½ kilometres from Mon Pont we got a train to Perigueux at a small station, the name of which I do not know. From Perigueux we went on to Toulouse which we reached on the night of 17 January. We continued to Montrejeau (west of St.Gaudens) where we arrived on the morning of 18 January.

We were sheltered at Montrejeau till 22 January, our host sending one of his workmen to the frontier to arrange for guides. The guides accepted 5,000 francs for the two of us - all the money we had. My French companion also got me at Montrejeau an identity card valid for the frontier zone.

On the night of 22 January the workman who had made the arrangement with the guide took us to Bagneres-de-Luchon. The guide took us over the frontier, leaving us about 0700 hours (23 January) at a deserted stone hut from which we could see Bosost. The guide said there was usually a patrol of two German soldiers and a dog on this part of the frontier, but we saw no sign of them, although we did see a tent. We skirted Bosost and got to about two kilometres from Viella, where we were stopped by two Civil Guards whom we had at first taken for Boy Scouts. We both claimed to be Canadians who had escaped from Germany. The Civil Guard took us back to Aubert, and thence to Viella by truck. We were four days in Viella in a hotel. While there I telephoned the British Consulate-General in Barcelona, giving my name, rank and number and stating that my companion was also British. I confirmed this by telegraph.

We were sent to Sennet with a party of French people who had crossed the frontier. From Sennet we were sent via Villajer (26 or 27 January) and Tresp (three days in prison) to Lerida, where I was interned from 1 February to 27 February in a political prison under very bad conditions. After five days in prison in Saragossa I was transferred to Merenda, where I remained from 5 March to 6 April.

The Spanish Air Force then took charge of me, and I was interned at Alhama de Aragon for four days.

After three days in Madrid I was sent to Gibraltar (arrived 17 April). My French companion was released from Miranda two days before me, and was in Madrid when I left.

The report notes that he left Gibraltar on 19 April 1943 and arrived at Hendon on the 20th.

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).

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McBEATH, F/L John Henry (J17415) - **Mention in Despatches** - No.202 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 25 August 1918. Home in Ingersoll, Ontario; enlisted in London, 19 February 1941 and posted to No.1 Manning Depot. To "H", 9 April 1941. To No.1 ITS, 21 June 1941; graduated and promoted LAC, 26 July 1941 when returned to No.1 Manning Depot; to No.1 EFTS, date uncertain (not shown on microfilmed cards); posted on 25 September 1941 to No.5 SFTS; graduated and promoted Sergeant, 19 December 1941. To "Y" Depot, 20 December 1941; to RAF overseas, 7 January 1942. Commissioned 29 March 1943. Promoted Flying Officer, 28 September 1943. Promoted Flight Lieutenant, 17 July 1944. Repatriated 3 November 1944. To No.3 OTU, 7 December 1944; to Patricia Bay, 3 June 1945; to No.4 Release Centre, 7 October 1945; retired 15 October 1945.

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McBURNEY, A/C Ralph Edward (C96) - **Mention in Despatches** - No.64 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 17 August 1906 in Montreal, educated in Saskatoon and at University of Manitoba (Engineering). Appointed Provisional Pilot Officer, Non-Permanent List, 1 May 1924. Relinquished temporary appointment, 29 August 1925. As COTC Cadet, appointed Provisional Pilot Officer, 4 June to 31 August 1926 while under Cadet Training at camp Borden. Commissioned as Pilot Officer, Non-Permanent List, 15 September 1926 in Saskatoon. Transferred from No.1 Flying Training School, Camp Borden to No.1 Wing, 26 April 1927. At Winnipeg Air Station as of 1 July 1927. Appointed Flying Officer in Permanent RCAF, 15 September 1927. Granted leave without pay, 6 November 1927 to 30 April 1928 while continuing education, after which he reported for duty at Winnipeg Air Station. Granted leave without pay, 1 November 1928 to 30 April 1929 (continuing university education) but recalled to

duty at Winnipeg on 27 April 1929. Granted leave without pay for continuing university education, 6 November 1929 to 30 April 1930, but recalled to flying duty at Winnipeg on 16 April 1930. Promoted Flight Lieutenant, 1 April 1930. On command from Winnipeg to Old Sarum, 12 December 1931 to attend School of Army Cooperation; course commenced 25 January 1931. Returned to Winnipeg but subsequently posted from Winnipeg to Camp Borden, 15 January 1933. Transferred from Camp Borden to Courses Abroad, 7 April 1935, attending Electrical and Wireless School, Cranwell. Completed course there, 26 June 1936 and entitled to symbol "S" on record. Transferred from Courses Abroad to RCAF Headquarters, 21 August 1936. Posted to Advisor of Air Signals, 18 January 1937. Promoted Squadron Leader, 1 April 1938. Transferred to Courses Abroad, 30 December 1938 to attend RAF Staff College. Completed course and entitled to "P.S.A." symbol on records. Transferred from Courses Abroad to RCAF Headquarters, 23 September 1939. His interwar flying was in Manitoba, Saskatchewan, Yukon and Northwest Territories on fire patrols, photography and mercy flights. From 1939 to 1942 he was Director of Signals at AFHQ (promoted Group Captain, 15 October 1941), assisted NRC in adapting British and American research to RCAF needs). To command of Station Trenton, 28 December 1942. Promoted Air Commodore, 17 February 1943. To No.5 Manning Depot, 17 November 1943; taken on strength of No.3 PRC, Bournemouth, 23 November 1943. In Britain he commanded a HCU, then an HCU Base (Dishforth), No. 61 Base, Topcliffe (February 1944), followed by No.64 Base, (Middleton St.George, May 1944). To No.6 Group Headquarters, December 1944, as SASO, responsible for eleven stations, 14 squadrons, four training units and over 300 aircraft at any one time. Repatriated with No.408 Squadron, 17 June 1945. To Uplands, 6 June 1945. Formed RCAF Maintenance Command, in August 1945. Promoted Air Vice-Marshal, 6 August 1945. President of RCAF War Crimes Court at RCAF Overseas Headquarters, March-April 1946 at which time he visited Nuremberg War Crimes Trials. To United Kingdom, 24 June 1946. Formed RCAF Joint Liaison Office in London. Served as Senior Canadian Liaison Officer from July 1946 to June 1948. Air Officer Commanding, Air Materiel Command, August 1948 to January 1952 when he proceeded on retirement leave. Retired 29 May 1952. Awarded Queen's Coronation Medal, 23 October 1953 as an Air Vice-Marshal (retired). Joined Rogers Majestic (later taken over by Philips Industries). Managed the Defence Equipment Division until 1959. From 1960 to 1972 he was President of the International Federation for Documentation. Bright and eloquent to the end, he spoke often to public meetings about his career, which had included open cockpit aircraft in remote areas, rescuing a trapper who had almost cut off his leg, parachuting into poison ivy at Camp Borden, and visiting the ruins of Hitler's offices in Berlin. Died in Ottawa, 28 October 2004. Photo PL-1372 is portrait taken as Wing Commander, 12 September 1940. Photo PL-32626 (ex UK-13662 dated 26 August 1944) show him talking to King George VI during Royal visit to No.6 Group. PL-32656 (ex UK-13735) is another shot of McBurney and the King. RCAF photo PL-33471 (ex UK-15986 dated 26 October 1944) shows W/C D.V. Hutton, Air Commodore R.E. McBurney and Rodrigue Cardinal Villeneuve during the Cardinal's visit to No.6 Group Headquarters. See **Photographing Canada in Flying Canoes** by S. Bernard Shaw, (General Store Publishing, 2001). Public Records Office Air 2/9017 has recommendation for a CBE which appears to have become his MiD:

This officer commands the Base and by his keenness, ability and energy has made an outstanding contribution to the success of the Group's operational effort. Throughout the periods of intense operations his Base has continued to maintain

practically all its aircraft serviceable and ready for operations despite the fact that two of the squadrons were in the process of converting from Halifax to Lancaster X aircraft. Many difficulties have arisen in connection with the Lancaster X aircraft which was fitted with an entirely new and different type of wireless equipment and different type of engine, whilst spares were generally in short supply. These difficulties have been surmounted as a result of the skilful direction given by Air Commodore McBurney.

McBURNAY, A/C Ralph Edward (C96) - **Commander, Order of the British Empire** - No.6 Group - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. No citation to CBE in Canadian sources. Public Records Office document Air 2/9055 has the following:

This officer is the SASO of the Group and was formerly Station Commander at Dishforth and the Base Commander of 61 and 64 Base. Whilst commanding No.64 Base he made an outstanding contribution to the success of the Group's operational effort by his exceptional ability and mature and sound judgement. He was faced with many difficulties owing to the fact that Lancaster X aircraft were fitted with entirely new and different wireless equipment and different types of engines, and spares generally were in short supply. All difficulties were surmounted and maximum operational effort was maintained. Since the outbreak of war Air Commodore McBurney has been called upon to fill positions of great responsibility, requiring initiative and ability of a high standard. He has made an outstanding contribution to the success which has been achieved.

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McBURNAY, F/O Robert William (J18046) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 1 May 1922 in Woodstock, Ontario; home there. Formerly in Oxford Rifles (two years). Enlisted in London, Ontario, 18 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 8 January 1941. To "R". 31 January 1941. To No.1 ITS, 22 April 1941; graduated and promoted LAC, 26 May 1941 when posted to No.1 AOS; graduated 17 August 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 27 September 1941 when posted to No.2 ANS. To "Y" Depot, 28 October 1941; to RAF overseas, 11 November 1941. Commissioned 4 June 1943. Promoted Flying Officer, 4 December 1943. Repatriated 21 December 1944. To No.4 BGS, 31 January 1945. To No.1 AOS, 5 March 1945. Retired 4 May 1945. Medal presented 29 May 1947. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1729 (RG.24 Vol.20607) has recommendation dated 19 November 1944 when he had flown 42 sorties (275 hours five minutes). First two sorties, 29 May 1942 (Cologne) and 1 June 1942 (Essen), followed by move to Egypt where he flew 17 more trips, mainly against Tobruk but also Crete and Greece. Tour ended 2 December 1942 (19 trips, 153 hours 35 minutes). Second tour, 12 August to 2 November 1944 (23 sorties, 121 hours 30 minutes).

This Navigator has completed two operational bombing tours against the enemy. His work in general has been outstanding and his cheerful confidence has inspired a high standard of morale in his crew.

The sortie list was as follows:

29 May 1942 - Cologne (5.35)
1 June 1942 - Essen (6.30)
5 July 1942 - Leeming to Gibraltar (10.00)
8 July 1942 - Gibraltar to Egypt (2.25, incomplete)
10 July 1942 - Gibraltar to Egypt (12.00)
19 July 1942 - Tobruk (7.25)
22 July 1942 - Tobruk (7.35)
28 July 1942 - Tobruk (8.00)
25 August 1942 - Tobruk (8.00)
1 September 1942 - Tobruk (3.30, duty not carried out)
3 September 1942 - Tobruk (7.30)
15 September 1942 - Tobruk (7.20)
19 September 1942 - Tobruk (6.55)
3 October 1942 - Tobruk (3.40, duty not carried out)
7 October 1942 - Suda Bay (8.15)
12 October 1942 - Tobruk (7.00)
21 October 1942 - Maleme (8.10)
31 October 1942 - Maleme (8.05)
4 November 1942 - Maleme (8.20)
6 November 1942 - Mersa Matruh (5.05)
23 November 1942 - Heraklion (6.50)
2 December 1942 - Maleme and Heraklion (5.15)

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12 August 1944 - diversion (6.35)
25 August 1944 - St. Mathieu (5.40)
27 August 1944 - Mimoyecques (4.10)
28 August 1944 - Ferme de Forestel (4.10)
31 August 1944 - Cezembre (5.30)
3 September 1944 - Volkel (3.35)
6 September 1944 - Emden (4.20)
11 September 1944 - Le Havre (4.15)
12 September 1944 - Dortmund (5.30)
17 September 1944 - Boulogne (4.00)
20 September 1944 - Calais (3.00)
25 September 1944 - Calais (4.20)
27 September 1944 - Sterkrade (5.30)
28 September 1944 - Cap Gris Nez (4.40)
9 October 1944 - Bochum (6.45)
12 October 1944 - Wanne Eickel (5.30)
14 October 1944 - Duisburg (5.25)

14 October 1944 - Duisburg (5.45)
22 October 1944 - Gardening (6.35)
25 October 1944 - Homburg (5.10)
30 October 1944 - Cologne (5.55)
1 November 1944 - Oberhausen (5.50)
2 November 1944 - Dusseldorf (5.25)

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McCABE, FS Desmond (R74814, later J17636) - **Distinguished Flying Medal** - No.104 Squadron - Award effective 12 January 1943 as per **London Gazette** dated 22 January 1943 and AFRO 272/43 dated 19 February 1943. Born in Cork, 26 January 1919; home in Victoria (broker's clerk). Two years with Canadian Scottish. Enlisted in Vancouver, 19 October 1940. To Trenton, 10 November 1940. To No.1 ITS, 27 January 1941; graduated and promoted LAC, 5 March 1941 when posted to No.3 EFTS; graduated 16 May 1941 when posted to No.1 SFTS; graduated and promoted Sergeant, 30 July 1941. To Embarkation Depot, 31 July 1941; to United Kingdom, 19 August 1941. Commissioned 7 April 1943. Promoted Flying Officer, 7 October 1943. Promoted Flight Lieutenant, 1 August 1944. Repatriated December 1944. To No.124 Squadron, 17 January 1945. To No.2 Air Command, 12 July 1945. Retired 18 August 1945. DFM presented at Buckingham Palace, 13 April 1943; DFC sent by registered mail, 1 May 1949. Photo PL-15730 taken after DFM investiture. Photo PL-15734, also taken after investiture, shows (front row) Flight Sergeant W.H.C. Leavitt, DFM, P/O Earle F. Warren of Regina, 2nd Lieutenant W.D. McMonagle (ex-RCAF, now USAAF), F/L Gordon F. Goodall (Brantford) and in back row, Warrant Officer Desmond McCabe, F/O H.H. Wright (RAF with Canadians), P/O Frank F. Hamilton (Mazewood, Saskatchewan) and Flight Sergeant W.E. Egri (Abbotsford, British Columbia). RCAF photo PL-15736 (ex UK-3709 dated 17 April 1943) shows McCabe in Buckingham Palace courtyard with Mr. and Mrs. D. MacGregor (Mr. MacGregor a Canadian Bank manager who came overseas to assist handling accounts of Canadian service personnel).

As pilot, Sergeant McCabe has displayed great tenacity, skill and determination. He has participated in a large number of bombing sorties and has attacked Benghazi and Tobruk from very low altitudes. His dash and keenness have been an inspiration to his crew and to others with whom he has come into contact.

NOTE: Public Record Office Air 2/9612 has recommendation for a non-immediate award sent by Group Captain W.J.M. Akerman, Headquarters, Royal Air Force, Middle East to Air Ministry on 14 December 1942; he had flown 31 sorties (254 hours 20 minutes):

This Non-Commissioned Officer has completed 254 hours 20 minutes and 31 flights since joining the squadron at the end of March this year. During these operations this pilot has flown against the enemy over Italy, Crete, and the Libyan desert and has played a prominent part in the bombing effort covering the withdrawal in June.

His courage has at all times been of an outstanding order and his dash and

determination have at all times been his characteristic method of attack; this led to the bombing of targets like Benghazi and Tobruk at really low altitudes on several occasions. Sergeant McCabe's personality has inspired all those who have come in contact with him and at all times he has had the implicit confidence of his crew.

McCABE, F/L Desmond, DFM (J17636) - **Distinguished Flying Cross** - No.105 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945.

Flight Lieutenant McCabe has consistently shown the utmost determination, courage and devotion to duty. This together with his fine leadership as a pilot and captain of aircraft have contributed in a large measure to the successes achieved by his crew.

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McCAFFERY, F/L Elmore Hugh (J6661) - **Distinguished Flying Cross** - No.15 Squadron - Award effective 24 October 1942 as per **London Gazette** dated 6 November 1942 and AFRO 1830/42 dated 13 November 1942. Born in Winnipeg, 16 April 1916 as per RCAF Press Release reporting AFC. Educated in Opawaka, Miami and Manitou, Manitoba. Home in Manitoba or Ladner, British Columbia (salesman); enlisted in Winnipeg, 25 October 1940. To No.4 Training Command, 9 December 1940; to No.32 SFTS (guard duty), 30 December 1940; to No.2 ITS, 27 January 1941; graduated and promoted LAC, 3 March 1941 when posted to No.5 AOS; graduated 25 April 1941 when posted to No.3 BGS; graduated 8 July 1941 when promoted Sergeant and posted to No.1 ANS; graduated 20 August 1941). Commissioned 5 August 1941. To Ferry Command, Montreal, 3 September 1941. Departed there, 21 September 1941 in Hudson AE573 to Goose Bay. Departed there for Britain, 27 September 1941. Further trained at No.22 OTU, Waterbury; reported to No.214 Conversion Flight on 22 April 1942; to No.15 Squadron, 6 June 1942. Assigned to crew of fellow-Canadian, P/O H.T. Miles. First operation with that unit was 8 June (Dieppe, controls damaged by flak). Second sortie was mining in Frisians (18 June) when fired on by two flak ships. Further raids on Emden (20 and 22 June; latter mission aborted and bombs brought back when port inner engine failed). Raided Bremen on 25 June (10/10th cloud, bombed on fires, hit by heavy flak that severed camera lead and brake pressure lead). Next mission was also over 10/10 cloud and shadowed by a single-engine aircraft. Raid on Bremen, 2/3 July, uneventful. He and Miles raided Vegesack on 19/20 July when they met 10/10 cloud, pinpointed Zwichewan Lake and were attacked by a Ju.88 that damaged rear turret and fuselage; Miles crash-landed at Waterbeach. To Duisburg on 21/22 July when navigational aides malfunctioned; Duisburg again on 23/24 July (uneventful); Hamburg on 26/27 July (uneventful); 28 July to Hamburg when they identified target by River Elbe but were coned by searchlights for eleven minutes and controls awkward due to icing; bombs jettisoned live on Neumunster after fine hang-ups; three engines gave trouble going home. Raided Osnabruck, 17 August; a week later raided Frankfurt and on 28 August to Nuremburg. Miles and McCaffery promoted to T/F/O, 5 August 1942 and A/F/L on 28 September. September raids were as follows: Karlsruhe (2nd), Bremen (4th), Duisburg (6th), Frankfurt (8th), Dusseldorf (10th, bombing with Gee), Bremen (13th, flak holes), Vegesack (23rd, 10/10 cloud, target not located and bombs jettisoned). October raids were Krefeld (2/3 Oct, holed by flak), Aachen (5/6

Oct, bomb doors splintered by flak), Osnabruck (6/7 Oct, mid-upper turret unserviceable but they pinpointed target and bombed), Kattegat mining (11/12 Oct), Kiel (13/14 Oct), Cologne (15/16 Oct), Genoa (23/24 Oct, landed Manston short of fuel). Posted out, 22 December 1942 to Station Oakington. Promoted Squadron Leader, 8 January 1943. To Headquarters, No.3 Group, 27 February 1943. To Station Mildenhall, 27 March 1943. Repatriated to Canada, 30 October 1943. To No.1 Central Navigation School, 22 December 1943 for course (15 January to 11 February 1944). To Boundary Bay, 17 March 1944. To No.5 OTU, 31 March 1944 as Senior Navigation Officer). To No.4 Release Centre, 14 October 1945. Retired 15 October 1945. DFC presented (date uncertain); AFC sent by registered mail, 23 April 1946. Died in Richmond, British Columbia, 13 January 1989 as per **Airforce Magazine** of October-November-December 1989.

This officer has participated in numerous sorties and has displayed navigational skill of a high order. He has always shown the greatest determination to reach and bomb his target, and he has often obtained valuable photographs. His example of courage and devotion to duty have proved inspiring.

McCAFFERY, S/L Elmore Hugh, DFC (J6661) - **Air Force Cross** - No.5 OTU - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. DHist file 181.009 D.2629 (RG.24 Vol.20628) has AFC citation as provided for an investiture. When recommended he had flown 680 hours, 80 as an instructor and 20 in previous six months.

This officer has long been an outstanding navigator at No.5 Operational Training Unit. He has shown extraordinary energy and ability in organizing the navigation section. He has given generously of his skill and operational experience, imbuing the instructors under him with his own determination that their pupils shall be as fit for combat as is humanly possible. This officer, by great devotion to duty, has made a valuable contribution to operational training.

The above figures and text were from a recommendation by S/L W. Grierson-Jackson, 3 December 1944. A further recommendation was made on 1 May 1945 by W/C H. Malkin, noting that he had by now flown 674 hours (which does not square with earlier submission), 100 of them instructional and 16.05 in previous six months. The text on that occasion was as follows:

This officer has been an outstanding figure at No.5 Operational Training Unit since the inception of the Unit. He has shown extraordinary energy and ability in organizing the Navigation Section. He has given generously of his skill and experience, imbuing the instructors under him with his own keen determination that their students shall be as fit for combat as is humanly possible. His untiring effort and excellent example have been an inspiration to all personnel.

Training: He was married when he enlisted and his wife had to sign a consent form for him to train as aircrew.

Course at No.2 ITS was 28 January to 26 February 1941. Courses and marks as follows: Mathematics (91/100), Armament, practical and oral (67/100), Drill (92/100), Law and Discipline (89/100). Placed 13th in a class of 214. "Alert, persevering".

At No.5 AOS course was 3 March to 26 May 1941. Flew in Anson aircraft - 25.35 as first navigator (day, 23.50 as second navigator (day), 2.50 as first navigator (night), 7.35 as second navigator (night). "Air work above average." Ground courses were DR Plotting (102/150), DR and DF (168/200), Compasses and Instruments (113/150), Signals (96/100), Maps and Charts (72/100), Meteorology (65/100), Photography (83/100), Reconnaissance (65/100). Placed 14th in a class of 37. "Shows himself a good leader. Will make a good officer. Respectful at all times." (F/O G. Ross).

Course at No.3 BGS was 26 May to 6 July 1941 in Battle aircraft (14.30 day bombing, 7.10 day gunnery).

Advanced Navigation course at No.1 ANS, Rivers was 7 July to 4 August 1941. Flew six hours as first navigator (day), nine hours 15 minutes as second navigator (day), 8.45 as first navigator (night) and 7.05 as second navigator night). "Air work rather better than average." Ground courses in Astro Navigation, Plotting (119/150) and Astro Navigation, Written (80/100). "Good worker. Got quite good results." Placed 31st in a class of 114.

His course at No.1 Central Navigation School, Rivers, 15 January to 11 February 1944, was to prepare him for instructional duties. Flew in Anson I aircraft (6.40 by day, 2.45 by night) and scored 635/700 in day air work, 275/300 in night air work. Described as "Exceptional". Ground courses were Instructional technique (370/500), Navigation (71/100), Synthetic Training (82/100), Instruments (84/100), Mathematics (72/100) and Geography (85/100). "Knowledge of Subject Matter - Good. Makes up for lack of Academic Knowledge by hard work and the application of good common sense. As Instructor - Impressive and interesting, when on familiar ground. Adequate in any case." Graded as Air Navigator (Exceptional), Lecturer (Average), Intelligence (Average) and Application (Above Average).

Notes: Assessed 29 May 1943 by G/C H. Kirkpatrick. Senior Air Staff Officer, No.3 Group Headquarters, who wrote, "An excellent practical navigator, with good personality and power of command. He is a good instructor and has organising ability. With more experience and staff training he will make a useful staff officer."

Application for Operational Wing dated 10 January 1944 listed the following sorties:

30 May 1942 - No.1651 Conversion Unit - Stirling I - night bombing, Cologne (4.15)
1 June 1942 - No.1651 Conversion Unit - Stirling I - night bombing, Esne (4.50)
4 June 1942 - No.1651 Conversion Unit - Stirling I - night bombing, Dieppe (3.10)
8 June 1942- No.15 Squadron - Stirling I - night bombing, Dieppe (3.45)
18 June 1942- No.15 Squadron - Stirling I - mine laying, Western Frisians (4.10)
19 June 1942- No.15 Squadron - Stirling I - night bombing, Emden (4.30)
22 June 1942- No.15 Squadron - Stirling I - night bombing, Emden (3.15, early return)
25 June 1942- No.15 Squadron - Stirling I - night bombing, Bremen (5.10)

29 June 1942- No.15 Squadron - Stirling I - night bombing, Bremen (6.30)
 2 July 1942- No.15 Squadron - Stirling I - night bombing, Bremen (4.55)
 19 July 1942- No.15 Squadron - Stirling I - night bombing, Vegasack (5.10)
 21 July 1942 - No.15 Squadron - Stirling I - night bombing, Duisburg (4.45)
 24 July 1942 - No.15 Squadron - Stirling I - night bombing, Duisburg (4.05)
 26 July 1942 - No.15 Squadron - Stirling I - night bombing, Hamburg (5.50)
 28 July 1942 - No.15 Squadron - Stirling I - night bombing, Hamburg (6.10)
 17 August 1942 - No.15 Squadron - Stirling I - night bombing, Osnabruck (5.30)
 24 August 1942 - No.15 Squadron - Stirling I - night bombing, Frankfurt (5.40)
 28 August 1942 - No.15 Squadron - Stirling I - night bombing, Nuremburg (7.25)
 2 September 1942 - No.15 Squadron - Stirling I - night bombing, Karlsruhe (5.55)
 4 September 1942 - No.15 Squadron - Stirling I - night bombing, Bremen (5.50)
 7 September 1942 - No.15 Squadron - Stirling I - night bombing, Duisburg (3.50)
 7 September 1942 - No.15 Squadron - Stirling I - night bombing, Wanemude (1.00, recalled)
 8 September 1942 - No.15 Squadron - Stirling I - night bombing, Frankfurt (5.55)
 10 September 1942 - No.15 Squadron - Stirling I - night bombing, Dusseldorf (4.05)
 13 September 1942 - No.15 Squadron - Stirling I - night bombing, Bremen (5.15)
 23 September 1942 - No.15 Squadron - Stirling I - night bombing, Vegasack (6.05, abandoned)
 2 October 1942 - No.15 Squadron - Stirling I - night bombing, Krefeld (4.00)
 5 October 1942 - No.15 Squadron - Stirling I - night bombing, Aachen (5.25)
 6 October 1942 - No.15 Squadron - Stirling I - night bombing, Osnabruck (5.40)
 11 October 1942 - No.15 Squadron - Stirling I - mine laying, Kattegat (7.40)
 13 October 1942 - No.15 Squadron - Stirling I - night bombing, Kiel (6.50)
 15 October 1942 - No.15 Squadron - Stirling I - night bombing, Cologne (4.55)
 23 October 1942 - No.15 Squadron - Stirling I - night bombing, Genoa (7.30, abandoned)
 8 November 1942 - No.15 Squadron - Stirling I - nickelling, Marseilles area (8.40)
 23 May 1943 - No.90 Squadron - Stirling III - night bombing, Dortmund (4.00)

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McCaffrey, LAC Garnet Delmer (R274772) - **Mention in Despatches** - Northwest Staging Route - Award effective 5 May 1944 as per **Canada Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 26 October 1924. Home in Stittsville, Ontario; enlisted Ottawa, 1 October 1943 as "Tradesman" and posted to No.1 Manning Depot. Reclassified as Radio Telephone Operator Under Training, 12 October 1943; confirmed in that trade, 18 November 1943. To Northwest Staging Route, 2 December 1943. To No.2 Staging Unit, 10 December 1943. Promoted AC1, 1 January 1944. Promoted LAC, 1 July 1944. Injured in crash that killed S/L I.M. MacLean. To No.14 SFTS, 1 April 1945. To Air Armament School, Mountain View, 1 November 1945. To Grand Prairie, 23 February 1946. To Fort St. John, 31 March 1946. Released 8 May 1946. Rejoined as Clerk/Accounts, 1 April 1952 (238681); promoted Corporal, 1 April 1961.

This airman, on December 28th last, in Northern Canada, was a passenger in a single engine aircraft which was forced to make a crash landing, after which it immediately caught fire. Although injured himself, he assisted another airman in removing the other more seriously injured passengers from the aircraft. Despite

the risk of exploding gasoline tanks, he displayed commendable presence of mind and outstanding devotion to duty in his actions.

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McCAFFREY, P/O John Harold Alexander (J86046) - **Distinguished Flying Cross** - No.408 Squadron (deceased) - Award effective 28 July 1944 as per **London Gazette** dated 25 January 1946 and AFRO 244/46 dated 8 March 1946. Born 22 October 1921 at Melville, Saskatchewan; home there (engaged in carpentry and farming, took a course in Aeronautics at Dominion Provincial Youth Training School, Saskatoon); enlisted Saskatoon, 27 December 1940 as Airframe Mechanic and posted to No.1 Manning Depot. To Technical Training School, 24 January 1941. Promoted AC1, 14 June 1941; to No.5 BGS, 18 June 1941; promoted LAC, 1 October 1941. To Patricia Bay, 11 December 1941. Remustered to aircrew, 26 June 1942; posted to No.4 ITS, Edmonton, 18 July 1942; graduated 10 October 1942 when posted to No.19 EFTS, Virden; graduated 5 December 1942 when posted to No.11 SFTS, Yorkton; graduated and promoted Sergeant, 2 April 1943. To "Y" Depot, 16 April 1943; to RAF overseas, 26 May 1943; disembarked in Britain, 4 June 1943. Taken on strength of No.3 PRC, 5 June 1943. To No.11 (P) AFU, 29 June 1943. Attached to No.1521 Beam Approach Training Flight, 20-27 July 1943. To No.22 OTU, 7 September 1943. To No.61 Base, 30 November 1943. Attached to Cranwell, 1-16 December 1943 (hospitalized). Attached to No.1659 Conversion Unit, 18 January 1944. Attached to No.1666 Conversion Unit, 27 January to 28 February 1944. Posted from No.61 Base to No.408 Squadron, 28 February 1944. Commissioned 16 April 1944 as per "Appointments, Promotions Retirements" dated 19 June 1944. Killed in action 28 July 1944 (Lancaster LL725, No.408 Squadron); no known grave. Medal presented to next of kin, 10 December 1947. RCAF photo PL-28586 (ex UK-9214 dated 1 April 1944) is captioned as follows: "The night shift goes off duty. It was a big night for two of these lads. They are just back from their first bombing flight, a raid on Frankfurt. From the left the trio are Sergeant A.E. Candline (Winnipeg, mid-upper gunner) and F/O Gordie Crowe (Souris, Manitoba, bomb aimer), both beginners in their operational careers, and Flight Sergeant J.H. McCaffrey (Meville, Saskatchewan), their skipper. On the return flight their four-engined Lancaster had to be landed at another aerodrome. They fly with the Goose Squadron of RCAF Bomber Group overseas." Candline was later killed with McCaffrey.

Throughout his operational tour Pilot Officer McCaffrey has attacked a variety of heavily defended targets in Germany. On all his sorties he has displayed a fine fighting spirit pressing home his attacks with keen determination and obtaining excellent photographs of the objectives. On one occasion when attacking Cologne two of the engines of his aircraft became unserviceable. Nevertheless, showing exceptional flying skill, he brought his aircraft and crew safely back to this country. His cheerful nature and keen determination have been a great asset and set a splendid example to his squadron.

Notes on Training: Interviewed for aircrew, 12 June 1942 at No.1 Recruiting Centre, Vancouver by a F/O S. W. Eggleston. Described as "Desirable type for aircrew training. Keen and alert. Should do well in training.

At ITS he was described as having one brother in Tank Corps and had flown 42 hours as a passenger while still an airframe mechanic. "Keen and alert, good motive and likeable."

Course at No.19 EFTS was on Tiger Moth aircraft - 32 hours five minutes day dual, 47 hours ten minutes day solo (10 hours 30 minutes dual to first solo), 3.20 night dual, 2.25 night solo; instrument time was 10.20 and Link time was ten hours. "This pupil has worked hard throughout the course. Good attitude and discipline. Clear hood flying considered good. Night flying high average. Found Ground School irksome and made low class tests on interim exams. He has fair ability but lacks application in his work."

Course at No.11 SFTS (Cranes) involved 70.20 day dual, 61.40 day solo (8.50 dual to first solo), 8.30 night dual, 9.30 night solo. Of this flying, 16.35 was formation flying and 25.45 on instruments. Also logged 25 hours in Link. "An average pilot, cooperative and a willing worker. A little on the rough and ready side, not quite ready to accept responsibility as yet."

Course at No.11 (P) AFU commenced 6 July 1943 and ended 7 September 1943. All flying on Oxford aircraft (described as follows: D.B.S. Day, 4.50, T.D. Day, 21.35 and 17.20 Solo Day plus 1.05 D.B.S. Night, 4.20 T.D. Night and 10.35 Solo Night - of this 12.00 day instruments and 6.45 night instruments - also 7.45 in Link). Flying Tests as follows: General Flying (220/400), Applied Flying (110/200), Instrument Flying (130/200), Night Flying (65/100), Link Trainer (30/50). Described as "A pilot of average ability who should develop into a good captain."

Course at No.22 OTU was 8 September to 30 November 1943. All time on Wellington III aircraft (4.30 day dual to first solo, 11.40 total for day dual, 10.45 day captain and 28 hours as passenger by day; 5.40 night dual to first night solo, 11.10 night dual, 10.30 night captain, 29.40 as passenger at night. Of this time, 34.45 on instruments. Also logged 15 hours in Link. Carried out four day cross-country flights and four night cross-country flights. Total OTU flying time was 80.30. No Nickel operations, one Bullseye exercise, three fighter affiliation exercises. Did oxygen decompression test and a war load climb. Ground Examinations in following: Airmanship (174/300), Armament (243/300), Meteorology (not taken or marked), Navigation (172/200), Signals (78/100). Flying Tests as follows: General Flying (263/400), Applied Flying (134/200), Instrument Flying (172/250), Night Flying (76/100), Link Trainer (30/50). Described as follows: "High average, A.F.U. trained pilot. Copes extremely well at night and has shown keenness throughout the course. He adapts himself quickly to a strange type of aircraft. Leads his crew well and has plenty of confidence. Recommended for a commission. Crew should be reviewed later for P.F.F."

The website "Lost Bombers" has the following on his loss. Lancaster LL725, No.408 Squadron (EQ-C), target Hamburg, 28/29 July 1944. LL725 was delivered to No.432 Squadron on 20 January 1944 with whom it completed two operations, joining No.408 Squadron on 12 February 1944, who promptly named her "Zombie". LL725 took part in the following operations: with No.432 Squadron as QO-O, Berlin, 27/28 January 1944; Berlin, 30/31 January 1944. With No.408 Squadron as EQ-C, Berlin, 15/16 February 1944; Leipzig, 19/20 February 1944; Schweinfurt, 24/25 February 1944; Stuttgart, 15/16 March 1944; Berlin, 24/25 March 1944; Nuremberg, 30/31 March 1944; Hamburg, 28/29 July 1944 (lost). When lost this aircraft had a total of 321 hours. It was one of three No.408 Squadron Lancasters lost on this operation; the

others were DS634 and LL697. No.408 Squadron additionally lost a Halifax on this operation (NP716). Airborne at 2227 hours, 28 July 1944 from Linton-on-Ouse. Lost without trace. Crew commemorated on the Runnymede Memorial. They were P/O J.H.A.McCaffrey, DFC, RCAF; Sergeant F.Fearns; P/O R.H.Mitchell, RCAF; P/O G.E.Cameron, RCAF; WO1 A.F.Marsden, RCAF; Flight Sergeant A.E.Candline, RCAF; Sergeant G.R.Harvey.

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McCAIG, FS John (R69601) - **British Empire Medal** - Radar and Communication School - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 1 August 1914. Home in Toronto; enlisted there 24 June 1940 as Master Motor Mechanic (Transport). To Trenton, 16 September 1940. Promoted AC1, 4 September 1941. Reclassified as Clerk (Administration), 4 September 1941. Promoted LAC, 1 January 1942. To Newfoundland, 21 May 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 February 1943. Promoted Flight Sergeant, 1 November 1943. To No.501 Radio Unit, 5 September 1944. To Radio School, 10 October 1944. Remained in postwar RCAF (2168507). Reverted to LAC in postwar RCAF, 18 November 1946. Promoted Corporal, 1 September 1947. Promoted Sergeant, 1 October 1950. Medal presented 29 May 1947.

Flight Sergeant McCaig has at all times during his service as non-commissioned officer in charge Orderly Room displayed outstanding initiative and reliability. His boundless enthusiasm and energy have always been such as to inspire those about him. Because of his exceptional proficiency, leadership and organizing ability it has been possible for him to carry out his responsibilities under extremely adverse conditions with no loss of efficiency.

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McCAIG, F/L Leslie Neil (J14907) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 27 October 1943 as per **London Gazette** dated 29 October 1943 and AFRO 2457/43 dated 29 October 1943. Born 4 July 1915 in Ormston Station, Quebec; home there. Teacher in Stanstead, 1936-1937 and with Westmount School Commission, 1937-1941. COTC at McGill, 5 January to 29 March 1940. Enlisted Montreal, 16 August 1941. Granted Leave Without Pay until 10 September 1941 when posted to No.5A Manning Depot. To No.12 Equipment Depot, 27 October 1941. To No.3 ITS, 5 January 1942; graduated and promoted LAC, 25 February 1942 but not posted to No.11 EFTS until 14 March 1942; graduated 20 June 1942 when posted to No.16 SFTS; graduated and commissioned 9 October 1942. To "Y" Depot, 23 October 1942; to RAF overseas, 25 October 1942. Disembarked in Britain, 5 November 1942. To No.18 (Pilots) AFU, 17 November 1942. To No.23 OTU, 23 February 1943. Promoted Flying Officer, 9 April 1943. To No.426 Squadron, 14 May 1943. Attached to No.1679 Conversion Unit, 26 June to 15 July 1943. Promoted Flight Lieutenant, 25 August 1943. Incident was on 23/24 September 1943. Missing in action, 20 January 1944 (Berlin, Lancaster LL628, No.408 Squadron). Medal presented 2 December 1946. See also entry for WO E.S. Hawkes.

This officer captained an aircraft detailed to attack Mannheim one night in September 1943. Whilst over the target area the bomber was attacked by a

fighter. It was driven off, however, but a few minutes later another enemy aircraft flew in to the attack. The bomber was repeatedly hit by machine gun fire and sustained much damage. In spite of this Flight Lieutenant McCaig skilfully outmaneuvered the attacker and thus enabled his gunners to engage the enemy aircraft which was shot down by their accurate bursts of fire. Displaying exceptional skill, Flight Lieutenant McCaig flew the badly damaged bomber to this country and effected a successful crash landing at an airfield. This officer displayed courage, coolness and determination worthy of high praise.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600) has original recommendation drafted 28 September 1943 by W/C W.H. Swetman, he having flown seven sorties (38 hours five minutes):

During the attack on Mannheim on the night of the 23rd September 1943, Flight Lieutenant McCaig was the pilot of a Lancaster bomber which was twice attacked by fighters during the operation. While over the target area the aircraft was coned just as the bombs were released. A Ju.88 came in to attack and the pilot managed to corkscrew and determined return fire from the gunners forced the enemy fighter to break off the engagement. A second Ju.88, a few minutes later, attacked. In spite of heavy return fire the enemy fighter persisted and heavily damaged the Lancaster, wounding both gunners. Despite the damage, including port fin and rudder shot up, elevator trim control shot away, starboard wing damaged, petrol tanks holed, and hydraulics severed, Flight Lieutenant McCaig by superb airmanship, obeyed evasive instruction by the gunners which allowed them to destroy the attacking aircraft. The captain then set course for home and with assistance from his crew members succeeded in keeping the crippled bomber airborne until a home drome was reached where a successful crash landing was made.

By his determination and coolness in the face of heavy odds, Flight Lieutenant McCaig undoubtedly saved his crew and much valuable equipment. I consider his gallant conduct fully merits the award of the Distinguished Flying Cross.

The website "Lost Bombers" has the following on his last sortie. Lancaster LL628, No.426 Squadron (OW-Y), target Berlin, 20/21 January 1944. LL628 was delivered to No.426 Squadron on 7 November 1943. It took part in the following operations: Berlin, 16/17 December 1943; Berlin, 29/30 December 1943; Brunswick, 14/15 January 1944; Berlin, 20/21 January 1944 (lost). When lost this aircraft had a total of 33 hours. Airborne at 1625 hours, 20 January 1944 from Linton-on-Ouse. Crew (all killed) were F/L L.N. McCaig, DFC, RCAF (15 sorties, 95.20 hours); P/O R.W.Elliott (flight engineer, 18 sorties, 122.30 hours); P/O R.J.Orr, RCAF (navigator, 13 sorties, 85.05 hours); P/O R.D.Polson, RCAF (air bomber, 12 sorties, 76.40); Flight Sergeant T.J.Preece, RCAF (WAG, 13 sorties, 85.05); P/O G.R.Ketcher, RCAF (air gunner, nine sorties, 62.05); WO2 E.S.Hawkes DFC, RCAF (air gunner, nine sorties, 62.05).

Training: At No.3 ITS he placed third in a class of 163. Described as "Alert - thoughtful - sincere. Above average ability. Reliable. Responsible.

At No.11 EFTS, flew Fleet Finch II aircraft - 34.15 day dual (10.50 to first solo), 31.30 day solo, three hours night dual. Of this, 7.55 on instruments. Also logged ten hours 20 minutes in Link. Placed first in a class of 37. Instrument flying below average.

At No.16 SFTS flew Ansons aircraft - 59.50 day dual (9.10 to first solo), 78.40 day solo, 3.55 night dual, 9.55 night solo. Of these times, 4.40 in formation, 23.35 on instruments. Also logged 24 hours in Link. Navigation exercises consumed 9.35 dual and 22.10 solo. Placed fourth in a class of 45. "Inclined to be careless, navigation weak."

Course at No.18 (Pilots) AFU, 17 November 1942 to 23 February 1943. Oxford aircraft (22.55 day dual including 6.10 to first day solo, 5.35 day solo; 10.10 night dual including 1.50 to first solo; 8.00 night solo). Of these times, 13.25 on instruments. Also logged 13.25 in Link. "A pilot of average ability; he is keen and conscientious and realizes his responsibilities."

Attended No.1533 Beam Approach Training Flight, 18 January to 1 February 1943 (Oxford aircraft, eleven hours five minutes). "Works hard and has a sound knowledge of Beam technique. Handicapped through lack of instrument flying practice."

Course at No.23 OTU was 23 February to 3 May 1943. Flew Wellingtons (14.35 day dual including 8.45 to first day solo, 27.30 day solo; 9.50 night dual including 3.50 to first night solo, 32.35 total night solo). Carried out six Infra-Red Practices and seven Night Photography exercises. Dropped 35 bombs by day and 24 by night. "An average pilot and captain, who experienced much difficulty at the commencement of his training. He showed little confidence at first, but improved towards the end of his course." (S/L R.H. Morton, 30 April 1943).

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McCALLUM, S/L Arthur Erroll Campbell (J10488) - **Mention in Despatches** - No.145 (BR) Squadron - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Home in Royalties, Alberta; enlisted in Vancouver, 4 May 1941 and posted to No.2 Manning Depot. To No.2 ITS, 23 July 1941; graduated and promoted LAC, 10 September 1941 when posted to No.18 EFTS; graduated 22 November 1941 when posted to No.10 SFTS; graduated 29 March 1942 when promoted Sergeant and posted to Trenton. Date of commission unclear. To No.21 SFTS, 29 May 1942. To No.1 GRS, 8 May 1943. To No.145 (BR) Squadron, 27 July 1943. To No.2 Air Command, 28 June 1945, To No.3 SFTS, 6 July 1945. To No.8 Release Centre, 28 September 1945. Retired 12 October 1945, DHist file 181.009 D.3690 (RG.24 Vol.20640) has undated recommendation (circa April or May 1945) when he had flown 2,015 hours (269 hours 30 minutes in previous six months). These included 763 hours 35 minutes as an instructor (nil recently) and 638 hours 45 minutes on operations (114 sorties). Recommendation and citation virtually identical.

This officer has completed a tour of operations on anti-submarine patrols over the North Atlantic. His keenness and ability have set a fine example for others and his untiring efforts in training crews have done much in maintaining the efficiency of the squadron.

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McCALLUM, W/C Arthur Howard Kirkham (C2587) - **Member, Order of the British Empire** - Eastern Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Cowichan, British Columbia, 22 April 1896. Served with 50th Gordon Highlanders, 1914-1915 (Private and Lieutenant), 103rd and 73rd Royal Canadian Highlanders, 1915-1916 (Lieutenant and Captain); with the latter he saw action in France, obtained machine gun experience and acted as Assistant Adjutant. Transferred to Royal Flying Corps, December 1916. He was initially sent to Reading (expecting pilot training) but was unexpectedly sent to Brooklands for an Observer course. While there he gave Lewis Gun instruction to pupils. One of twenty chosen for immediate posting to France where he joined No.10 Squadron, still hoping for pilot training. Work was all artillery observation. Went to No.25 Squadron, and although he received some pilot instruction he was chiefly engaged on bombing and photography. Shot down by anti-aircraft fire over Douai, 7 April 1917 and remained a prisoner to the end of the war. A brother (Lieutenant A.R. McCallum) was killed in RFC service in 1917. Self-employed in mine development, 1920-1926; bond salesman, 1926-1928; fruit sales in England, 1929-1933; stock broker, 1934 to 1939. Enlisted in Vancouver, 2 September 1940 and immediately granted rank of Flight Lieutenant. To Rockcliffe, 13 September 1940, To No.3 SFTS, Calgary, 15 October 1940. To No.4 Training Command, Regina, 30 November 1940. To No.3 SFTS, Calgary again, 1 February 1941. To AFHQ, Ottawa, 1 June 1941. To No.3 Training Command Headquarters, Montreal, 11 June 1941. Promoted Squadron Leader, 1 December 1942. To Eastern Air Command, 7 January 1944. Promoted Wing Commander, 1 August 1944. Retired 29 September 1945. Died in Vernon, British Columbia, 25 January 1973, age 76 as per British Columbia Vital Statistics. Insignia presented 9 April 1948.

During approximately twenty months as Assistant Provost Marshal of Eastern Air Command, this officer has shown outstanding devotion to duty and exceptional leadership. He has carried out his very responsible and extensive duties in a most efficient and conscientious manner, maintaining a high degree of discipline throughout the Command. He was responsible to a large degree for the organization and administration of control of Royal Canadian Air Force personnel in his area. These efforts have earned for him the respect and confidence of all personnel.

Recommended 17 August 1945 by G/C P.J. Coffey, Eastern Air Command, who wrote:

During approximately twenty months as Assistant Provost Marshal of Eastern Air Command, this officer has shown outstanding devotion to duty and exceptional leadership. He has carried out his very responsible and extensive duties in a most efficient and conscientious manner, maintaining a high degree of discipline throughout the Command. He was responsible to a large degree for the organization and administration of control of Royal Canadian Air Force personnel in his area during VE and VJ days in the Halifax area. These efforts have earned for him the respect and confidence of all personnel.

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McCALLUM, LAC Francis Joseph (K260801) - **Mention in Despatches** - Station Coal Harbour - 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 23 June 1925. Home in Edmonton; enlisted there 22 July 1943 for General Duties and posted to No.3 Manning Depot. To No.2 Equipment Depot, 10 August 1943. Promoted AC1, 22 October 1943. Promoted LAC, 22 January 1944. To Coal Harbour, 8 January 1945. To Patricia Bay, 12 August 1945. To No.8 Release Centre, 21 February 1946. Released 26 February 1946.

This airman has cheerfully and without thought to self-sacrifice done work worthy of highest praise. He has continuously given in his work more than is normally required and at all times completed difficult and undesirable duties with neatness and despatch. His character is extremely good and he has displayed initiative far beyond the requirements of his trade.

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McCALLUM, F/L John Allan (J23048) - **Mention in Despatches** - No.116 Squadron - Award effective 3 November 1944 as per **Canada Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born 23 April 1912. Home in Stouffville, Ontario; enlisted in Toronto, 31 August 1940. To No.1 ITS, 22 December 1940; graduated and promoted LAC, 27 January 1941 when posted to No.10 EFTS; graduated 29 March 1941 when posted to No.1 Manning Depot; to No.5 SFTS, 10 April 1941; graduated and promoted Sergeant, 21 June 1941; to No. 1 ANS, 29 June 1941; may have graduated 25 August 1941 but not posted to No.16 SFTS until 16 September 1941. Promoted Flight Sergeant, 21 December 1941. To No.1 ANS again, 21 May 1942. Promoted WO2, 21 June 1942. To Eastern Air Command, 16 July 1942. To No.116 (BR) Squadron, 20 July 1942. Commissioned 26 October 1942. Promoted Flying Officer, 26 April 1943. To No.164 (Transport) Squadron, 23 October 1944. Promoted Flight Lieutenant, 26 October 1944. To Rockcliffe, 23 January 1945. To No.168 (Heavy Transport) Squadron, 5 August 1945. To No.3 Release Centre, 5 March 1946. Retired 16 March 1946.

This officer has been captain of aircraft in many hours of operational flying in the North Atlantic area. He has been continuously engaged on duties demanding great skill and stamina, which he has successfully fulfilled with efficiency and determination. He is a courageous and resolute pilot and his example has been reflected in the fine fighting qualities of his crew.

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McCALLUM, S/L John Donald (J6952) - **Air Force Cross** - No.1 IFS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 15 March 1916 in Moose Jaw, Saskatchewan. Educated there. Store clerk in Central Butte, Saskatchewan, 1933-1934; teacher in Central Butte, 1935-1938 but moved on due to crop failures. Truck driver and service station operator, Toronto, August 1938 to enlistment. Enlisted in Toronto, 12 November 1940 and posted to No.1 Manning Depot. Posted to uncertain unit, 17

December 1940. To No.3 ITS, 23 March 1941; graduated and promoted LAC, 21 April 1941 when posted to No.9 EFTS; graduated 9 June 1941 when posted to No.6 SFTS; graduated and commissioned, 20 August 1941. To Trenton, 21 August 1941. To No.31 SFTS, 24 November 1941. Promoted Flying Officer, 31 July 1942. To No.6 SFTS, Dunnville, 23 November 1942. Promoted Flight Lieutenant, 15 February 1943. To No.1 FIS, Mohawk, 10 October 1943. Promoted Squadron Leader, 1 August 1944. Attached to Transport Conversion Squadron, Pennfield Ridge, 17 September to 28 November 1944 for special Instrument Check Pilot course. To Trenton, 12 August 1945. To United Kingdom, 9 January 1946 to attend Empire Central Flying School. Repatriated via Lachine 31 May 1946. To Instrument Flying School, Trenton, 3 July 1946. Retained rank of Squadron Leader as of 1 October 1946 (19598). To No.1 Flying Training School, Centralia, 11 March 1947. To Station Trenton, 15 January 1949 for attachment to Army Staff College, Kingston. AFC sent by registered mail, 20 April 1949. To AFHQ, 20 December 1949 (Directorate of Organization and Establishments). Promoted Wing Commander, 1 September 1951. To Reserve Officer School, Kingston, 5 May 1952. To Station Moose Jaw, 24 June 1952. Awarded Queen's Coronation Medal, 23 October 1953 when he was Wing Commander at Station Moose Jaw. To Canadian Joint Staff, Washington, 9 August 1955 for attendance at Air War College, Maxwell Air Force Base, 15 August 1955 to 15 June 1956. To AFHQ, Ottawa, 24 June 1956. To Maritime Air Command Headquarters, 31 July 1960. Appointed Acting Group Captain, 15 August 1962. Confirmed as Group Captain, 15 January 1963. To Maritime Command Headquarters on integration, 1 April 1966. Retired 12 April 1967. Recommended for AFC, 13 August 1945 by S/L H.R. Studer, Chief Flying Instructor. He was not only an instructor but also Officer Commanding, Testing Flight. As of AFC recommendation he had flown 2,177 hours, 2,000 hours as instructor, 312 hours in past six months. Died in Ottawa, 21 May 1994.

The organization of flying training carried out by this unit is largely the result of the untiring efforts of this officer. The excellent system of testing and many improvements in syllabus are the results of his outstanding application to organization and his immense capacity for detail. His marked devotion to duty, his high sense of responsibility, his leadership and his loyalty have been an unfailing source of inspiration for every instructor under his command. The support thus gained for his superior officers has been outstanding.

Training: Attended No.3 ITS, 24 March to 22 April 1941. Courses in Mathematics (98/100), Armament, written and oral (90/100), Signals (91/100), Hygiene and Sanitation (34/40), Drill (79/100) and Law and Discipline (59/60). Placed 16th in a class of 370. "Intelligent, serious and aggressive, who should be a credit to service."

Attended No.9 EFTS, 22 April to 9 June 1941. Fleet Finch aircraft - 26.55 dual, 33.35 solo. Was 5.35 on instruments; logged 11.30 in Link. "Very steady in his flying. Instrument flying is good." (A.K. Petersen). Courses in Airmanship (141/200), Airframes (68/100), Aero Engines (69/100), Signals, practical (98/100), Theory of Flight (68/100), Air Navigation (140/200), and Armament, oral (165/200). Rated 150/200 in Qualities as an Officer. Placed fifth in a class of 24. "Ability average, conduct good. This man made good progress in Ground School subjects during the time that he was at this school. His flying ability is average, but he requires careful

supervision. He is very keen to succeed, and after a period of six months as an NCO should become Officer material. Attitude toward the Service - good.'

Attended No.6 SFTS, 9 June to 20 August 1941. Harvard aircraft - 32.10 day dual, 53.15 day solo, 2.35 night dual, 7.40 night solo. Was 16.05 on instruments; logged 20 hours in Link. "Navigation fair, progress good. High average pilot. No serious faults." Ground courses in Airmanship and Maintenance (178/200), Armament, written (86/100), Armament, practical (92/100), Navigation and Meteorology (156/200), Signals, written (92/100) and Signals, practical (50/50). Placed third in a class of 55.

Attended Central Flying Training School, instructor course, 4 October to 19 November 1941. Flew Fleet, Yale, Harvard and Anson. "A good average pilot. Knows sequences well and should make good instructor." (F/O H.J. Jessop). Courses in Airframes (76/100), Engines (87/100), Airmanship (92/100) and Air Navigation (97/100). Tested in a Cessna Crane, 19 November 1941 by S/L J.G. Twist who described him as follows - Sequence (very good), Voice (clear), Manner (capable), Ability to Impart Knowledge (above average), Ability as Pilot (average), and generally "No outstanding faults. Above average instructional material"). Rated Category "C".

Note: As of April 1965 he had flown 4,543 hours. Types and hours were Harvard (1,700), C-45 (1,698), C-47 (187), T-33 (17), Neptune (49), Argus (269), Albatross (4), Otter (2) and other types (617).

Selected Assessments: "S/L McCallum is a very capable and reliable officer whose work has been above average as CFI at the IFS. He is most considerate and is well liked by his fellow officers and airmen. He takes an interest in sports and possesses above average ability at baseball. His social conduct leaves nothing to be desired. His family affairs and financial position are normal. S/L McCallum is generally an excellent officer who is keen on the Service and makes a very good selection for a Regular Commission. Recommended for Staff College after which he could be suitably employed on administrative duties." (W/C D.E. Galloway, Centralia, 3 January 1948).

"W/C McCallum is an extremely conscientious, very capable and reliable officer who takes a genuine interest in the welfare of both officers and airmen. He provided excellent leadership and inspiration while at this station. He is quick to praise and slow to criticise. His steady encouragement did much towards producing a smooth operation. He was extremely well liked both by station personnel and local citizens. His financial and family affairs are excellent." (G/C G.H. Elms, Station Moose Jaw, 16 August 1955).

"W/C McCallum has been an excellent staff officer at AFHQ. During the latter portion of his time at AFHQ he was assigned solely to maritime operational requirements and is well acquainted with current and coming systems. This officer is energetic, very likeable and is definitely rated above average." (G/C N.S.A. Anderson, 5 August 1960).

"W/C McCallum is doing an excellent job as SASO. Although not previously experienced in Maritime operations, he has brought fresh impetus into the Command. He has rapidly assimilated

the knowledge necessary to permit him to direct the Air Operations and associated training programmes in a competent and effective manner. A noticeable improvement in this respect has taken place under his direction. // W/C McCallum is a sincere, dedicated officer who uses his wide Air Force experience to the benefit of the service. He is dependable, loyal, and always strives to strengthen the hand of his superiors. He is good natured, possesses a good sense of humour but is always ready to ensure the utmost performance from his staff which he directs firmly and fairly. He sets a fine example both on and off duty. // This officer participates in social activities where he is an asset. He is of temperate habits but does not refrain from joining in on the fun. // He retains his aircrew status and instrument qualifications. He is assessed as an above average officer in all respects who is thoroughly deserving and strongly recommended for promotion." (G/C C.W. Burgess, Maritime Air Command, 11 December 1961).

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McCALLUM, P/O Kenneth Fraser (J92516) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 17 June 1914 in Edmonton; home in Calgary (sales manager); enlisted in Calgary, 4 July 1941 as Equipment Assistant and posted to No.1 Manning Depot. To No.6 SFTS, 26 July 1941. To Technical Training School, 30 August 1941. Promoted AC1, 10 October 1941 when posted to No.15 SFTS. To No.8 (BR) Squadron, 4 February 1942. Promoted LAC, 1 April 1942. To Sea Island, 2 June 1942. Remustered to aircrew and posted to No.4 ITS, 18 July 1942; graduated 26 September 1942 when posted to No.3 BGS; graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 1 January 1943. To RAF overseas, 23 January 1943. Commissioned 16 October 1944. Promoted Flying Officer, 16 April 1945. Repatriated 3 May 1945. Retired 26 June 1945. DFC sent by registered mail, 11 March 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty". DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 22 December 1944 when he had flown 30 sorties (28 July to 27 November 1944).

Warrant Officer McCallum has taken part in 30 attacks on the enemy during the course of which his steadfastness and courage have been outstanding. His crew have only the highest praise for his coolness and determination, and his sharp lookout which has on several occasions enabled them to take successful evasive action when attacked by enemy aircraft.

I consider the high standard of excellence achieved by this gunner and his enthusiasm to attack the enemy fully merits the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

28 July 1944 - Hamburg (6.25)
2 August 1944 - Acquet (5.40, day)
4 August 1944 - Bois de Cassan (5.25, day)
5 August 1944 - St. Leu d'Esserent (5.20, day)

7 August 1944 - Caen (5.10)
9 August 1944 - Acquet (4.10)
10 August 1944 - La Pallice (7.10)
14 August 1944 - Falaise (5.15, day)
25 August 1944 - Russelheim (9.30)
29 August 1944 - Stettin (9.15)
6 September 1944 - Emden (4.20, day)
10 September 1944 - Le Havre (5.10, day)
17 September 1944 - Boulogne (4.00, day)
18 September 1944 - Domburg (4.30, day)
25 September 1944 - Calais (5.00, day)
27 September 1944 - Duisburg (6.00, day)
28 September 1944 - Cap Gris Nez (4.00, day)
5 October 1944 - Bochum (6.50)
14 October 1944 - Duisburg (5.40, day)
14 October 1944 - Duisburg (6.10)
19 October 1944 - Stuttgart (6.50)
23 October 1944 - Essen (6.25)
25 October 1944 - Essen (5.30, day)
28 October 1944 - Cologne (5.45, day)
30 October 1944 - Cologne (6.50)
1 November 1944 - Oberhausen (6.15)
16 November 1944 - Julich (5.25, day)
18 November 1944 - Munster (5.35, day)
21 November 1944 - Castrop Rauxel (6.10)
27 November 1944 - Neuss (5.15)

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McCAMUS, F/L William Harold (J10049) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 19 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 12 August 1917 in Peterborough, Ontario; home in Millbrook, Ontario; enlisted in Toronto, 28 February 1941. To No.1 Manning Depot, 21 April 1941. To No.31 BGS, 15 May 1941 (guard). To No.3 ITS, 20 June 1941; graduated and promoted LAC, 30 August 1941 when posted to No.9 AOS; graduated 21 November 1941 and posted next day to No.1 BGS; graduated and promoted Sergeant, 3 January 1942 when posted to No.2 ANS; graduated and commissioned on 2 February 1942; to No.1 ANS, 3 February 1942. To No.9 SFTS, 21 February 1942. Promoted Flying Officer, 15 November 1942; posted that date to "Y" Depot; to RAF overseas. 10 December 1942. Promoted Flight Lieutenant, 2 February 1944. Repatriated by air and posted to Debart, 23 July 1945. Retired 14 September 1945. Retired in 1979 from Shell Canada. Lifelong Member of Royal Canadian Military Institute. Died in Mississauga, Ontario, 12 January 2015. Medal presented 22 June 1949. Cited with F/O Louis C. Boileau (pilot), which see for citation. Photo PL-35334 is a portrait.

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McCANN, S/L Daniel Scott (C1209) - **Mention in Despatches** - No.139 Wing Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 3 October 1914 in Ottawa. Educated at Borden Public School, Ottawa (September 1921 to June 1928) and Glebe Collegiate (September 1928 to June 1933). Five years as Physical Training Instructor and swimming supervisor at Glebe Collegiate; four years (summers only) with Central Canada Exhibition Association. Enlisted in Ottawa 9 October 1939 for aircrew. Attended Ottawa Flying Club, 9 October 1939 to 1 January 1940 for elementary flying training; Attended Ground Instructional School, Trenton, 1 January to 28 February 1940. Took intermediate flying training at Camp Borden, 1 March to 16 May 1940 but grounded after 15 April 1940. Remained on strength of Camp Borden, 16 May to 3 September 1940 (supernumerary, experience gained as Assistant Adjutant in Accounts and Equipment Sections and in General Administration). Attended course in Administration, Trenton, 3-24 September 1940. Adjutant, Advanced School, Uplands, 3-24 September 1940. At No.7 SFTS, Macleod, Alberta, 15 October 1940 to 26 January 1942 (Adjutant and Station Administrative Officer). Promoted Flight Lieutenant, 14 November 1941. To "Y" Depot, 31 January 1942. Sailed from Canada, 9 February 1942; disembarked in Britain, 9 February 1942. To RCAF Overseas Headquarters, 10 February 1942. With No.412 Squadron, 3 March to 9 October 1942 (Squadron Adjutant; in April attended senior course at RAF School of Administration, Stannington). At Station Middleton St. George, 9 October 1942 to 10 May 1943 (Administration Officer at Satellite Field Croft). Promoted Squadron Leader, 9 January 1943. With No.331 Wing, 10 May to 15 November 1943 (Wing Administrative Officer; reported as having flown on some sorties with that formation). With Headquarters, No.6 group, 15 November 1943 to 26 April 1944 (supernumerary, experience in Summaries of Evidence, Courts Martial, Investigations as Base Administrative officer and General Administration). With No.139 Wing (Mitchells), 26 April 1944 to 29 March 1945 (Wing Administrative Officer). Repatriated 26 April 1945, landing in Canada 6 May 1945. To No.1 Air Command, 8 May 1945. To AFHQ, 8 June 1945. Promoted Wing Commander, 1 October 1945. Retired 7 June 1946. Died in Ottawa, 30 August 1948. No citation to MiD.

Recommended for the OBE, 13 March 1946 by G/C C.G. Ruttan; he was then AMSO/DOE. Although not successful, this speaks to his last services in AFHQ:

During his entire career, Wing Commander McCann has performed his duties in an efficient and praiseworthy manner. He has been responsible for the Establishment Section of the RCAF while at AFHQ and has aided, to a marked degree, in the reorganization of the Air Force through the transition period from war to peace. On many occasions this officer has willingly and without prompting sacrificed days off or worked overtime to complete work that was essential for drawing up the Post War Air Force, or completing submissions to higher authority, His work has always been accurate, reliable and has portrayed his keenness and devotion to duty. Through his conduct, personal appearance, efficient and pleasant manner he has always been an outstanding example to others.

This was approved at the next level (Air Commodore R.C. Gordon) but did not reach the Priority List for June 1946.

Selected Assessments: “This officer is keen, conscientious and reliable. He has worked hard during the past few weeks whilst the station was being organised and gives every evidence of developing into an able Administrative Officer. This officer possesses a most cheerful disposition, He appears an excellent type of young officer,” (Commanding Officer, No.7 SFTS, 23 December 1940).

“This officer was employed as Station Administrative Officer Croft and at a time when there was no Commanding Officer at that Station. He proved highly irresponsible and unreliable in all respects and took very little interest in his work. He knew his job but refused to apply himself and spent far too much time and money partying with local civilians a making himself a ‘good fellow’ with service personnel. He left the station owing money to service personnel and Service and Public Funds and offered a worthless cheque in payment of his Mess Bill after promising the settle the same. I consider this officer should be retired,” (G/C A.D. Ross, Middleton St. George, 13 August 1943).

“A most likeable personality and happy disposition - is able to exert a good influence on the morale of those he comes into contact with. Needs to be ruled with a strong hand as his desire to play is almost as keen as his willingness to work. He is very loyal and respectful and can be directed quite readily along the right channels. I feel that through his efforts he has to a large extent counterbalances his errors of the past.” (G/C C.R. Dunlap, No.331 Wing, 31 August 1943).

“This officer has ability and was entirely satisfactory as Squadron Leader Administration of 331 Wing. He possesses both a pleasing and forceful personality ; he is always cheerful and has a most uplifting effect on morale. An ideal type for field operations, His trouble prior to joining 331 Wing was entirely due to excessive partying - he has now seen the error of his ways and has settled down to maximum effort while at work and moderation while at play.” (G/C C.R. Dunlap, No.331 Wing, 16 December 1943).

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McCANN, F/O Richard Laurier (J27578) - **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 6 July 1912 in Merritton, Ontario; home there (machine operator); enlisted Hamilton, 15 August 1942 and posted to No.1 Manning Depot. To No.1 ITS, 7 November 1942; graduated and promoted LAC, 22 January 1943 but not posted to No.7 AOS until 6 February 1943; graduated and commissioned 25 June 1943. To “Y” Depot, 9 July 1943. To United Kingdom, 15 July 1943. Promoted Flying Officer, 25 December 1943. Repatriated 3 November 1944. To No.1 Training Command, 8 December 1944. To Technical Training School, 14 December 1944. Promoted Flight Lieutenant, 1 November 1945. Remained in Interim Force until 28 March 1947. Invested at Stamford Centre, Ontario, 7 August 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9039 has recommendation dated 19 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 de Cerisy (4.47)
9 June 1944 - Etampes (4.28)
12 June 1944 - Caen (4.21)
14 June 1944 - Aunay sur Odon (4.35)
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 Chalindray (7.46)
14 July 1944 - Villeneuve St.George (6.45)
18 July 1944 - Caen (3.37)
19 July 1944 - Creil (4.07)
20 July 1944 - Courtrai (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)
5 August 1944 - St.Leu d'Esserent (4.31)
9 August 1944 - Chattellault (6.26)
10 August 1944 - Bordeaux (6.50)
11 August 1944 - Givors (8.16)
24 August 1944 - Tossay St.Maximim (4.14)
25 August 1944 - Darmstadt (8.25)
26 August 1944 - Koenigsburg (10.38)
29 August 1944 - Danzig (11.10)
31 August 1944 - Bergueneuse (3.48)
3 September 1944 - Deelan (3.37)
9 September 1944 - Munchen (4.20)
11 September 1944 - Darmstadt (5.44)
11 September 1944 - Le Havre (3.33)

This officer has completed a first tour of operational flying totalling 35 sorties.

As Navigator he was outstanding in the squadron and his tour included attacks on heavily defended targets in Germany and enemy occupied territory.

The crew in which this officer was navigator completed a very successful tour of operations. The fact that they completed this tour without any combats can be partly attributed to this officer's skill as a navigator. His navigation has always been accurate and thus the aircraft in which he was flying has kept to the correct

track. They have therefore been in the main stream and have avoided combats which might have occurred had they found themselves on their own.

In addition this navigator is one of the best wind finders in the squadron and he has been detailed for this duty on several occasions. His knowledge of navigation is above the average and he has taken a considerable interest in training new crews.

Photographs show that the crew of which he was navigator have obtained an exceptional number of photographs of the aiming point of the targets they have attacked. Accurate navigation has been primarily responsible for these successful photographs.

This officer has always shown a high sense of duty and great keenness to operate against the enemy on every possible occasion. He is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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McCARTHY, S/L Edward Lockhart (J3262) - **Commended for Valuable Services in the Air** - No.7 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Sidney Mines, Nova Scotia, 26 March 1915. Home in Moncton, New Brunswick; enlisted there 5 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 20 July 1940; posted next day to Moncton Flying Club; graduated 14 September 1940 and posted next day to No.1 SFTS; graduated 21 November 1940 and promoted Sergeant. To No.8 SFTS, date uncertain. Commissioned 1 January 1941. Promoted Flight Lieutenant, 1 April 1942. To No.10 EFTS, 11 December 1942. To No.17 EFTS, 29 November 1942. To No.25 EFTS, 31 January 1944. Promoted Squadron Leader, 1 April 1944. To No.7 SFTS, 29 July 1944. To No.1 Reserve Equipment and Maintenance Unit, 17 November 1944. To Reserve, Class "E", 5 February 1945. Worked for Eatons, 42 years, beginning his career in Moncton as Merchandise Control Manager for the Maritimes, transferring to Head Office in Toronto in 1971. Retired in 1976. Died in Toronto, 31 January 2005.

Squadron Leader McCarthy has been employed in training for three years and eight months and has applied himself wholeheartedly during that time. His unfailing drive and cheerful manner have contributed greatly to the smooth running of the unit. Because he has a gift for organization and has been employed in several executive positions, his contribution along these lines has been outstanding.

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McCARTHY, W/C Francis Stewart (C12578) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945. Born 11 September 1912 in Hamilton, Ontario; home in Windsor, Ontario (sales branch manager); enlisted in Toronto, 4 September 1940 as Pilot Instructor. To Trenton, 6 October 1940. Promoted Sergeant, 14 November 1940 and posted that date to No.8 EFTS. Promoted WO1 and posted to No.1 Manning Depot, 21 March 1942. To No.6 SFTS, 25 April 1942. Commissioned 19 June 1942 with rank of Flying Officer. To Trenton, 20 June 1942. To No.3 Flying Instructor School, 3 August 1942. To No.1 Flying Instructor School, 8 August 1942. To No.13 SFTS, 12 June 1943. To "Y" Depot, 24 August 1943. Embarked for overseas, 3 September 1943. Taken on strength of No.3 PRC, 8 October 1943, Promoted Flight Lieutenant, 19 June 1944. Repatriated 1 June 1945. To No.1 Air Command, 12 June 1945. Retired 2 August 1945. Medal presented 14 June 1946. RCAF photo PL-41601 (ex UK-18124 dated 19 January 1945) taken as a Flight Commander in Snowy Owl Squadron. Photo PL-41602 (ex UK-18125 dated 19 January 1945) shows commanders of No.420 Squadron - F/L F.S. McCarthy (Windsor, flight commander), W/C W.G. Phalen (Toronto, squadron commander) and S/L B.C. Motherwell (Vancouver, flight commander). Photo PL-41604 (ex UK-18127 dated 19 January 1945) shows him with LAW Helen Woodcroft (Victoria, education section assistant). Photo PL-43549 shows him. RCAF photo PL-43550 (ex UK-19210 dated 19 April 1945) is captioned as follows: "One Christmas the city of London, Ontario, adopted the Snowy Owl squadron. The London Women's Air Force sent 500 pounds of Christmas pudding for Christmas 1944. It arrived a little late but no one seemed disappointed. Left to right, F/O T.E.C. Ainslie, DFC, of Comber, Ontario, W/C Frank S. McCarthy of Windsor, Alberta, the new Squadron Adjutant." [a very badly drafted caption which gets McCarthy's home town and squadron role incorrect]. 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." Died in Toronto, 11 June 1996.

By his courage and coolness in the face of danger Wing Commander McCarthy has set a fine example to his crew and flight. While on a mission against Kiel in September 1944, his aircraft was severely damaged, one engine being rendered unserviceable and the navigator being wounded. Wing Commander McCarthy pressed on despite this and intense anti-aircraft fire and bombed the target successfully. On another occasion while on a sortie against Dusseldorf, his aircraft was attacked by an enemy fighter but owing to his skilful evasive tactics his gunners were able to repel off [sic] three attacks. His coolness and determination have always been outstanding.

Recommended 29 March 1945 by G/C L.H. Lecompte when he had flown 29 sorties (160 hours 45 minutes); submission as follows:

6 September 1944 - Emden (4.20, second pilot)
10 September 1944 - Le Havre (4.05)
11 September 1944 - Castrop-Rauxel (5.00)
12 September 1944 - Wanne Eickel (4.45)
13 September 1944 - Osnabruck (4.40)
15 September 1944 - Kiel (6.25)
16 September 1944 - Boulogne (4.45)
25 September 1944 - Calais (3;.40)
26 September 1944 - Calais (4.05)
27 September 1944 - Bottrop (5.05)
28 September 1944 - Cap Gris Nez (4.10)
23 October 1944 - Essen (3.40, duty not carried out, early return)
25 October 1944 - Hamburg (4.15)
28 October 1944 - Cologne (6.10)
30 October 1944 - Cologne (6.50)
1 November 1944 - Oberhausen (6.15)
2 November 1944 - Dusseldorf (6.15)
18 November 1944 - Munster (5.45)
18 December 1944 - Duisburg (6.15)
28 December 1944 - Opladen (5.30)
29 December 1944 - Spich (6.40)
30 December 1944 - Cologne (6.25)
2 January 1945 - Ludwigshaven (7.10)
23 February 1945 - Essen (6.10)
24 February 1945 - Kamen (6.30)
27 February 1945 - Mainz (7.00)
8 March 1945 - Hamburg (5.50)
12 March 1945 - Dortmund (6.15)
14 March 1945 - Zweibrucken (6.50)

This officer, as a flight commander and presently as Squadron Commander has at all times displayed the highest degree of skill and devotion to duty. His enthusiasm and administrative ability have largely contributed to the operational success of the squadron.

By his cheerful manner and coolness in the face of danger he has been a great source of inspiration to his crew and all members of the squadron.

On his first night sortie, on 15th September 1944, the target being Kiel, his aircraft was subjected to intense and predicted flak in the target area. The aircraft was badly damaged, losing an engine and part of a wing. One piece of flak struck the navigator on the forehead, stunning him for some time. Wing Commander McCarthy carried on through the flak with great determination and coolness, and

the target was bombed successfully. However he made his return to base.
[Transcriber's note - off phrasing]. His leadership at this time was of the highest order and a great inspiration to all members of his crew.

On a raid to Dusseldorf on 2nd November 1944, his aircraft was attacked by an enemy fighter. He took successful evasive action and the gunners were able to drive the fighter off after three attacks.

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McCARTHY, F/O John Raymond (C13289) - **Mention in Despatches** - No.164 Squadron (Canada) - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 31 August 1917. Home in Regina; enlisted there 30 July 1940 as Clerk/Accounts. To Technical Training School, St. Thomas, 6 September 1940. To No.3 SFTS, 17 October 1940. Promoted AC1, 30 October 1940. Promoted LAC, 1 April 1941. To No.5 BGS, 5 April 1941. Promoted Corporal, 1 May 1941. Commissioned 21 August 1942 when posted to No.5 Manning Depot. To No.12 Equipment Depot, 4 September 1942. To Trenton, 2 October 1942. To No.4 Training Command, 14 November 1942. To No.2 ITS, 18 November 1942. Promoted Flying Officer, 21 February 1943. To No.164 (Transport) Squadron, 31 December 1943. Promoted Flight Lieutenant, 1 February 1945. To Halifax, 23 August 1945. To No.1 Release Centre, 4 November 1945. Retired 6 November 1945.

This officer has long been associated with the Air Traffic Department of the Royal Canadian Air Force and has built up one of the most efficiently operated units within the Air Force. Constant supervision of the loading of vital war supplies to our isolated outposts, constant watch that badly needed men and material reach their destination with dispatch, has created an enviable reputation for this officer. From dawn till long after sunset one can find this officer hard at his appointed task. This officer has set a splendid example by his personal self sacrifice and devotion to duty.

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McCARTHY, F/O Joseph Charles (J9346) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 13 May 1943 and AFRO 1035/43 dated 4 June 1943. American in RCAF; born on Long Island, New York, 31 August 1919; enlisted in Ottawa, 5 May 1941. Trained at No.1 ITS (graduated 11 August 1941), No.12 EFTS (graduated 26 September 1941), and No.5 SFTS (graduated 18 December 1941). Commissioned 1941. 9 April 1942 to No.12 (P) AFU; 19 May 1942 to No.14 OTU; 22 August 1942 to No.97 Conversion Flight; 11 September 1942 to No.106 Conversion Flight; 21 September 1942 to No.97 Squadron; 25 March 1943 to No.617 Squadron. Following Bomber Command tour he served as a test pilot; in 1945 he worked in Britain and Germany testing aircraft on behalf of Vickers. Returned to Canada, 1946 and was appointed to command the Test and Development

Establishment, Rockcliffe. Postwar service number 19648. To RCAF Staff College, 1948; to No.6 Repair Depot, 1949; to Station Chatham, 1942; to No.2 (F) Wing, France, 1953; to Station Trenton, 1954; to No.4 FTS, Penhold, January 1955; to No.407 Squadron as CO, April 1959; to Congo, April 1962. Retired 16 April 1969 and living in Virginia. Died 6 September 1998. RCAF photo PL-19327 (ex UK-4335 dated 30 June 1943) taken following investiture of personnel taking part in famous "Dams Raid"; front row are F/L J.C. McCarthy, Long Island, F/O D.R. Walker of Blairmore, Alberta, W/C Guy Gibson, P/O George A. Deering of Toronto, and P/O H.T. Taerum of Calgary; back row is P/O K.W. Brown of Moose Jaw, Sergeant S. Oancia of Stonehenge, Saskatchewan, and P/O D.A. McLean of Toronto. Photo PL- 19328 (ex UK-4336 dated 30 June 1943) taken on same occasion but different arrangement - front row are Walker, Deering and Taerum; back row are McCarthy, Brown, Oancia and MacLean. Photo PL-32561 (ex UK-13644 dated 28 August 1944) shows him. Photo PL-33667 (ex UK-15569 dated 6 October 1944) shows S/L J.C. McCarthy, DSO with F/L Don Bell. PL-33668 (ex UK-15570) also shows him with Bell. See Tom Coughlin, **The Dangerous Skies** and a 14-page narrative in biographical file at DHist. DFC and DSO presented at Buckingham, Palace, 22 June 1943; Bar to DFC presented at Buckingham Palace, 11 August 1944.

On many occasions this officer has attacked targets in Germany. As captain of aircraft he has participated in sorties to the heavily defended objectives in the Ruhr and took part in the successful raid on Essen on a night in March 1943. He has also attacked Berlin three times and Italian targets on five occasions. Throughout his whole career, his conduct has set an example of high courage and efficiency to other members of the squadron.

NOTE: Public Record Office Air 2/8950 has recommendation dated 26 March 1943 when he had flown 29 sorties (201 hours 35 minutes). Although the text adds nothing to the published citation, the sortie sheet details his operations. The four hours for the sortie of 9 December 1942 is either a typing or error or the sortie was unsuccessful (although the column for results denotes a successful trip).

* unsuccessful sortie

2 October 1942 - Krefeld (4.05)
5 October 1942 - Aachen (5.10)
22 October 1942 - Genoa (8.35)
6 November 1942 - Genoa (9.20)
8 November 1942 - GARDENING (6.30)*
13 November 1942 - Genoa (6.55)
22 November 1942 - Stuttgart (7.30)
28 November 1942 - Turin (5.05)
4 December 1942 - GARDENING (9.30)
6 December 1942 - Mannheim (5.30)
8 December 1942 - Turin (8.00)
9 December 1942 - Turin (4.00)

21 December 1942 - Munich (7.25)
8 January 1943 - Duisburg (3.55)
17 January 1943 - Berlin (8.25)
30 January 1943 - Hamburg (3.10)
2 February 1943 - Cologne (4.55)
4 February 1943 - Turin (8.10)
11 February 1943 - Wilhelmshaven (4.40)
21 February 1943 - Bremen (5.10)
25 February 1943 - Nuremburg (8.00)
26 February 1943 - Cologne (4.45)
28 February 1943 - St.Nazaire (5.40)
1 March 1943 - Berlin (6.35)
3 March 1943 - Hamburg (4.30)
8 March 1943 - Nuremburg (7.40)
9 March 1943 - Munich (7.25)
11 March 1943 - Stuttgart (6.10)

This officer has carried out many sorties as captain of aircraft. He has attacked the very heavily defended towns of the Ruhr on many occasions and took part in the very successful raid on Essen on the night of 12/13 March. He has also attacked Berlin three times and Italian cities five times.

McCARTHY, F/L Joseph Charles, DFC (J9346) - **Distinguished Service Order** - No.617 Squadron - Award effective 23 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1187/43 dated 25 June 1943. NOTE: This was the Dambusters Raid; CGM (Flying) to FS K.W. Brown, Bar to DFC to F/O D.R. Walker, DFCs to F/Os T.H. Taerum and G.A. Deering, DFM to FS D.A. Maclean and Sergeant S. Oancia - all with the following citation:

On the night of the 16th May, 1943, a force of Lancaster bombers was detailed to attack the Moehne, Eder and Sorpe dams in Germany. The operation was one of great difficulty and hazard, demanding a high degree of skill and courage and close co-operation between the crews of the aircraft engaged. Nevertheless, a telling blow was struck at the enemy by the successful breaching of the Moehne and Eder dams. This outstanding success reflects the greatest credit on the efforts of the above mentioned personnel who participated in the operation, in various capacities as members of aircraft crew.

McCARTHY, S/L Joseph Charles, DSO, DFC (J9346) - **Bar to Distinguished Flying Cross** - No.617 Squadron - Award effective 28 April 1944 as per **London Gazette** of that date and AFRO 1186/44 dated 2 June 1944.

Since being awarded the Distinguished Service Order this officer has completed numerous sorties as captain of aircraft in which he has taken part in difficult and

hazardous operations at low level. Squadron Leader McCarthy has displayed exemplary skill and courage which, combined with his unfailing devotion to duty, have contributed much to the success achieved.

NOTE: Public Record Office Air 2/9220 has recommendation drafted 3 April 1944 when he had flown 48 sorties (324 hours 55 minutes) of which 18 sorties (115 hours five minutes) had been since his previous movement.

Squadron Leader McCarthy has completed 18 operational sorties as Captain of aircraft since being awarded the Distinguished Service Order. During this period he has taken part in many difficult and hazardous attacks at low level against enemy objectives as a Deputy Leader for the operations of No.617 Squadron. He has invariably risen to the occasion with unfailing skill and courage and has thereby contributed very materially to such successful attacks as those against Albert, St. Etienne, Bergerac and Clermont Ferrand.

This officer's cheerful devotion to duty has been a great example. He never considers his own personal safety and the calm and courageous manner in which he faces enemy opposition have all been an invaluable source of inspiration to the whole squadron. His gallantry and magnificent fighting spirit are truly in keeping with the highest traditions of the service. He is therefore strongly recommended for the immediate award of a first Bar to his Distinguished Flying Cross.

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McCARTHY, P/O Joseph Porter (J15104) - **Distinguished Flying Cross** - No.142 Squadron - Award effective 9 June 1942 as per **London Gazette** dated 26 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born in Toronto, 28 March 1913 (RAF Ferry Command records); home there; enlisted there 4 July 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 16 August 1940 but not posted to No.1 EFTS until 16 September 1940; to No.2 SFTS, 16 November 1940;; graduated and promoted Sergeant, 28 January 1941. To Rockcliffe, 18 February 1941. To Embarkation Depot, 22 February 1941. To RAF overseas, 6 March 1941. Commissioned 11 December 1941. To RCAF Overseas Headquarters, 14 August 1942, and appears to have returned to Canada. Promoted Flying Officer, 15 September 1942. Attached to RAF Ferry Command, Montreal, 10 October 1942 but proceeded to Halifax on 2 November 1942 and thence overseas. Promoted Flight Lieutenant, 1 March 1943, Promoted Squadron Leader, 20 April 1943. Promoted Wing Commander, 16 February 1944. Repatriated 7 October 1944. To RCAF War Staff College, 9 November 1944. DFC presented at Buckingham Palace, 15 December 1942. Postwar RCAF (20908); awarded Queen's Coronation Medal, 23 October 1953 when he was a Group Captain (Air Advisor, Tokyo). Died in Collingwood, Ontario, 25 August 1999. RCAF photos PL-28436 (ex UK-8872) and PL-28437 (ex UK-8873) both dated 17 March 1944, show him as Senior Operations Officer at the largest base in No.6 Group (with Goose, Alouette, Thunderbird, Snowy Owl and Leaside squadrons ; captions describe him as a former

accountant and veteran of raids over Europe and Africa although the African connection is not apparent from sortie list. RCAF photo PL-28097 (ex UK-8856 dated 17 March 1944) shows Major A.K.L. Stephenson (flak officer, DFC) with W/C J.P. McCarthy, DFC (Toronto), staff officer, No.6 Group Headquarters.

This officer has completed over thirty sorties over enemy territory including attacks on industrial centres, dockyard installations, and other important targets. During the past month he has participated in several sorties against targets in the Ruhr. His method of attack has been extremely sound and his advice to less experienced has proved invaluable. Throughout his long tour this officer has displayed a high standard of efficiency, while his conduct in adverse circumstances has earned high praise.

NOTE: Public Records Office Air 2/8755 has recommendation dated 24 April 1942 when he had flown 33 sorties (175 hours 40 minutes).

* 2nd pilot; all others flown as captain

- *15 June 1941 - Dunkirk (3.05)
- *24 June 1941 - Cologne (5.40)
- *27 June 1941 - Bremen (4.10) - Bombs jettisoned; forced to return, followed by German fighter.
- *2 July 1941 - Bremen (3.55) - Attacked Ostend; intercom unserviceable.
- *4 July 1941 - Lorient (6.00)
- *6 July 1941 - Brest (6.55)
- *7 July 1941 - Cologne (5.10)
- *13 July 1941 - Vegasack (4.20) - Encountered storms; attacked Amsterdam.
- *16 July 1941 - Hamburg (3.40) - Bombed Texel aerodrome.
- 14 August 1941 - Boulogne (2.30) - Port oil pressure dropped to zero; returned to base.
- 16 August 1941 - Rotterdam (3.40) - Duty carried out; fired on attacking aircraft on returning to base.
- 26 August 1941 - Cologne (5.30)
- 28 August 1941 - Duisburg (4.30) - Target area attacked.
- 7 September 1941 - Berlin (8.00)
- 11 September 1941 - Rostock (6.10) - Believed target area attacked; 10/10 clouds.
- 29 September 1941 - Stettin (8.00) - 2x500 lb and 1x250 lb jettisoned near Frisian Islands because of icing; duty carried out.
- 8 January 1942 - Cherbourg (5.05) - Target 10/10s; bombs brought back.
- 10 January 1942 - Emden (6.00) - Duty carried out; temperature -40°; no heating.
- 14 January 1942 - Hamburg (5.05) - Bombs jettisoned due to broken exhaust in port engine; port c/s unit unserviceable.
- 17 January 1942 - Bremen (5.35) - Port blower went u/s; anti-aircraft very accurate; believe to have attacked Hanover.

20 January 1942 - Emden (5.00)
26 January 1942 - Hanover (2.45) - Heating unserviceable; bombs jettisoned.
31 January 1942 - St.Nazaire (7.00) - 9/10 cloud over target and unable to locate aiming point; bombs brought back.
25 February 1942 - Kiel (6.00) - Duty carried out; two enemy aircraft seen.
27 February 1942 - Kiel (6.00) - 10/10 cloud; bombs dropped on estimated time of arrival; Bf.109 sighted.
12 March 1942 - Kiel (6.40) - Duty carried out; one good photograph obtained.
25 March 1942 - Essen (4.40) - Duty carried out; held by barrage for ten minutes; 20 holes in aircraft.
26 March 1942 - Essen (5.20) - Duty carried out; approached by Bf.110 while in searchlight cone. Managed to evade lights before attack.
8 April 1942 - Hamburg (5.35) - Target 10/10 cloud; bombed flak concentration near Stake.
12 April 1942 - Essen (5.45) - Duty carried out; Ju.88 sighted 20 yards ahead southwest of Cologne; no engagement; glide attack down to 3,000 feet through searchlight belt; aircraft holed.
14 April 1942 - Dortmund (6.15) - 10/10 cloud over target; duty carried out.
17 April 1942 - Hamburg (5.45)
23 April 1942 - Rostock (6.45)

Since joining this squadron in May 1941, this Canadian officer has completed 33 sorties involving 176 operational flying hours.

During the past month, Pilot Officer McCarthy has carried out several sorties against targets in the Ruhr. His method of attacking these targets has been extremely sound and his advice to less experienced crews on evasion of the extremely heavy defences has been invaluable. These sorties coincided with a period during which the squadron losses tended to reduce the standard of morale, but through his example and devotion to duty, this officer did much to steady the less experienced crews and to reestablish the high morale of the unit.

Throughout his long tour with this squadron Pilot Officer McCarthy has displayed a high standard of flying efficiency and his exemplary behaviour in adverse circumstances earns from me the highest praise and confidence in recommending him for this award.

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McCARTHY, Corporal Raymond Joseph (R174521) - **British Empire Medal** - Station Sydney - Award effective 5 May 1945 as per **Canada Gazette** of that date and AFRO 918/45 dated 1 June 1945. Born 20 October 1921. Home in Saint John, New Brunswick; enlisted Moncton, 16 June 1942 as "Tradesman" and posted to No.1 Manning Depot. To Mountain View, 23 August 1942

on reclassification as Armourer (Guns). Promoted AC1, 12 October 1942. To "BW", 13 October 1942. To No.116 (BR) Squadron, 31 March 1943. Promoted LAC, 1 April 1943. Promoted Corporal, 1 October 1943. To No.5 Equipment Depot, 19 June 1945. To "K", 24 September 1945. Retired 28 September 1945. Medal presented 17 August 1949. Living in Saint John, New Brunswick as of September 1949.

On February 15, 1945, the explosion of a depth charge demolished a hangar and precipitated a violent fire which raged with great fury owing to some two thousand gallons of gasoline contained in the tanks of aircraft in the hangar. The hangar and contents were almost completely destroyed in thirty minutes. When the explosion occurred Corporal McCarthy was working in the ammunition room in the hangar. Although severely injured himself, this non-commissioned officer, completely disregarding his own safety, directed and assisted in the rescue of two of his companions who were critically injured and trapped in the debris of the demolished room where ammunition was exploding. In the face of very great danger and despite his own injuries, this non-commissioned officer displayed great courage and presence of mind in helping to rescue two fellow airmen. Only when ordered to a hospital did he leave the scene of the explosion.

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McCARTHY, G/C William Vincent (C1807) - **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. Home in Dartmouth, Nova Scotia; enlisted there 23 March 1940 as Chaplain and granted Honorary Squadron Leader rank. In Eastern Air Command; to "Y" Depot, 12 March 1942. To RCAF Overseas Headquarters, 13 March 1942. Promoted Wing Commander, 1 June 1942. Promoted Group Captain, 1 September 1943. Repatriated 6 October 1945. Retired 27 November 1945. Died in Halifax, date not specified, as reported in **Legion Magazine** of July/August 1986. RCAF photo PL-27983 (ex UK-15893 dated 4 October 1944) shows him on tour of inspection in Mediterranean, talking to mechanics of No.417 Squadron in Italy (S/L H. Smeaton, ex-Loyola College, Montreal and Roman Catholic chaplain in Italy on the right). PL-27984 (ex UK-15894 dated 4 October 1944) with Smeaton and armourers of No.417 Squadron who are hoisting 500-lb-bomb onto aircraft. PL-27895 (ex UK-27895) is same subject. Photo PL-40113 (ex UK-16958 dated 28 November 1944) shows visit of Cardinal Villeneuve to an Airman's Mess in Italy; with Flight Sergeant J. Wrightson (Calgary); in the background are Air Commodore J.E.A. Charest, G/C W.V. McCarthy, and S/L H. Smeaton (formerly of Loyola College, now chaplain in Italy). RCAF photo PL-44709 (ex UK-21927 dated 16 June 1945) is captioned as follows: "Whom G/C W.V. McCarthy recently came to confer with Roman Catholic chaplains stationed with the RCAF Bomber Group in Britain, he met at the Headquarters with A/V/M C.M. McEwen, CB, MC, DFC and Bar, Air Officer Commanding the Group. G/C McCarthy is Senior R.C. Chaplain overseas." RCAF photo PL-44774 (ex UK-22178 dated 18 June 1945) taken on 14 June 1945, a solemn memorial mass in Westminster Cathedral; G/C W.V. McCarthy shown with Archbishop of Westminster,

Monsignor B. Griffin and a group of Canadian padres. Photo PL-44775 (ex UK-22179 dated 18 June 1945) taken during memorial mass at Westminster Cathedral on 14 June 1945; caption says "G/C W.V. McCarthy, Halifax, Chief Chaplain, officiated, assisted by Father M. Laplante, former padre of the Alouette squadron, and W/C the Reverend E.W. Gillen, Saint John, New Brunswick. His Grace the Archbishop of Westminster, Monsignor Bernard Griffin, gave the address."

This officer has been Senior Roman Catholic Chaplain of the Royal Canadian Air Force Overseas since March 1942. He has had a most difficult task to accomplish, in that through lack of sufficient padres his work and the work of his padres serving under him has been correspondingly increased. The repatriation policy has very seriously hurt the efforts of his branch and the training of replacements has been a difficult task. Group Captain McCarthy has set the very highest standards of example. He is a rigid disciplinarian and is universally liked and respected by Protestant as well as Roman Catholic personnel. He has travelled extensively, lived under trying conditions during his travels, has always done his work cheerfully, and is a great inspiration wherever he goes.

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McCARTNEY, F/L Robert Samuel (C12792) - **Member, Order of the British Empire** - No.436 Squadron (AFRO gives unit only as "Overseas"; DHist file 181.009 D.1768 (RG.24 Vol.20610) has letter on file respecting awards in No.120 Wing that places him with that formation) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 18 June 1918. Home in Victoria, British Columbia; enlisted in Vancouver, 20 August 1940 as Clerk. To "A", 14 October 1940. Promoted AC1, 20 November 1940. Promoted LAC, 20 February 1941. Promoted Corporal, 1 April 1941. Promoted Sergeant, 15 August 1941. Promoted Flight Sergeant, 1 March 1942 when reclassified as Clerk/Administration. Commissioned 24 July 1942. Promoted Flying Officer, 24 January 1943. To "Y" Depot, 16 June 1943. To United Kingdom, 15 July 1943. To RCAF Overseas Headquarters, 8 January 1944. Repatriated 22 July 1946. To Western Air Command, 2 August 1946. To Release Centre, 9 October 1946. Released 12 October 1946. Rejoined RCAF as Accounts Officer, 18 July 1952 (204732). Photo PL-31606 (ex UK-13060 dated 3 August 1944) shows, left-to-right, a Mr. Guthrie (Air Ministry), G/C C.C.P. Graham, Air Marshal L.S. Breadner, F/L R.S. McCartney, G/C G.G. Morrow, F/L S.F. Hanlon, A/V/M N.R. Anderson. RCAF photo PL-60473 (ex UK-20666 dated 19 April 1945) shows three men from Victoria, British Columbia, members of an RCAF transport squadron - F/L R.S. McCartney (adjutant at wheel of jeep), Corporal D.H. Millar (R58637) and AC1 W.R. Evans (R252801). Photo PL-60509 is group photo in Burma - Captain K.A. McDonald (Perthshire, veteran of Wingate operations), S/L R. Denison of Winnipeg, W/C Ralph Gordon, S/L F.E.W. Smith and F/L R.S. McCartney. RCAF photo PL-60259 (ex UK-19152 dated 28 February 1945) shows him as desk at Adjutant. Died in Courtland, British Columbia, 24 May 1984 as per **Legion Magazine** of August 1984. British

Columbia Vital Statistics say Comox, British Columbia. No citation. Public Records Office Air 2/9139 has recommended citation, identifying unit as No.436 Squadron.

Flight Lieutenant McCartney has served as squadron adjutant from the inception of this RCAF squadron. In this appointment his tireless efforts, keenness and resourcefulness have played an outstanding part in the formation and operation of this squadron. By his appreciation of the many problems encountered by air and ground crew, he has extended his duties far beyond the normal routine of his work with commendable results. On many occasions he has worked for fourteen and sixteen hours at a stretch in his endeavours to maintain the efficiency of the squadron and his devotion to his task has won for him the profound respect of all the squadron's personnel. Before his arrival in India, Flight Lieutenant McCartney rose from the ranks to become secretary to the Royal Canadian Air Force Air Counsel. In recognition of his services and at his repeated requests he was released from staff duties and allowed to join a bomber squadron as adjutant.

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McCAUL, F/O John Lefroy (J5078) - **Distinguished Flying Cross** - No.114 Squadron - Award effective 9 September 1942 as per **London Gazette** dated 11 September 1942 and AFRO 1535/42 dated 25 September 1942. Born in Toronto, 30 August 1915; home there. Trooper in Governor General's Horse Guards, 1933-1935. Enlisted in Montreal, 20 May 1940. To "R", 31 August 1940. To No.1 ITS, 13 October 1940; graduated and promoted LAC, 8 November 1940 when posted to No.3 AOS; graduated 2 February 1941 when posted to No.4 BGS; graduated 16 March 1941 when promoted Sergeant and posted to No.1 ANS; graduated and commissioned 25 April 1941. To Embarkation Depot, 13 May 1941; to RAF overseas, 14 May 1941. Promoted Flying Officer, 26 April 1942. Promoted Flight Lieutenant, 25 October 1943. Promoted Squadron Leader, date uncertain. Repatriated 12 August 1944. To "Y" Depot, 24 September 1944. Repatriated again, 7 August 1945. To No.1 Air Command, 15 August 1945. To Mountain View, 17 September 1945. To No.4 Release Centre, 7 October 1945. Retired 16 October 1945. Rejoined as Navigation Officer, 21 November 1946 with rank of Flight Lieutenant (120379), serving in No.400 (Auxiliary) Squadron. Photo PL-25518R shows him on repatriation to Canada; caption states he had flown two tours on Mitchells and Mosquitos and "took part in many blazing attacks on robot bomb emplacements and other high priority targets in Western Europe." DFC and Bar presented 9 April 1948.

One night in July 1942, Squadron Leader Iredale (RAAF) and Flying Officer McCaul were pilot and navigator respectively of an aircraft detailed to attack an enemy air field. Whilst over the target area intensive searchlight activity and anti-aircraft fire was encountered. Squadron Leader Iredale defied the opposition and bombed the aerodrome obtaining hits on the runway in use. Throughout the operation Squadron Leader Iredale was greatly assisted by Flying Officer McCaul

whose accurate navigation in the face of great difficulties was of the highest order. Both these officers displayed great courage and determination.

McCAUL, S/L John LeFroy, DFC (J5078) - **Bar to Distinguished Flying Cross** - Headquarters, No.136 Wing (now at RCAF Station Mountain View) - Award effective 3 September 1945 as per **London Gazette** dated 14 September 1944 and AFRO 1672/45 dated 2 November 1945.

This officer has completed a third tour of operational duty. He has attacked flying bomb sites, enemy airfields and also participated in the attack on the prison at Amiens and in a daylight attack on an electrical works at Hengelo. The success achieved by his wing has owed much to Squadron Leader McCaul's skill as a navigator.

RCAF Press Release No. 5312 dated 30 April 1944, transcribed by Huguette Oates, reads:

Three Canadian airmen have helped in one of the most amazing jail-breaks in enemy-occupied territory. They are Flight Lieutenant John L. McCaul, DFC (J5078) 28-year-old navigator of 29 Hawthorne Avenue, Toronto, Ontario; Warrant Officer Jack Nichols (R102366) 23-year-old navigator of Indian Head, Saskatchewan; and Warrant Officer Frank Wilkins (R130589) 22-year-old navigator of 11932-102nd Street, Edmonton, and their effort, together with British, Australian and New Zealand comrades was responsible for the release from prison of one hundred and fifty Frenchmen, the majority of whom were condemned to death by the Germans for helping the Allied cause.

Three Mosquito bomber squadrons of the 2nd Tactical Air Force Group based in Britain, which is now engaged softening up the invasion coast and which will be the air spearhead of the Allied invasion of Europe, were detailed for the attack – an Australian, New Zealand and RF squadron.

The briefing instructions were as follows “Mosquitoes of are to attack the prison at Amiens in an attempt to assist 120 prisoners to escape. These prisoners are French patriots condemned to death for assisting the Allies. This air attack is only part of the plan as other assistance should be at hand at the time.” Each Mosquito bomber taking part in the attack was detailed to carry four 500 lb. bombs, two medium case and two semi-armour piercing and they were fitted with 11 second delayed action fuses.

At zero hour, the first attack was to be made on the outer wall of the prison, one flight to attack the eastern wall with the straight main road to the prison gate as a ‘lead-in’ and the second flight to break off from the first flight ten miles from the target at sufficient height to allow them to watch the first flight and then attack the

northern wall on a north-south run immediately following the explosions of the bombs of the first flight.

The second attack was to take place three minutes after zero hour and was to break down the end walls of the main prison building, one flight being detailed to bomb the south-eastern end and the second flight the north-western end of the prison. Further Mosquitoes were detailed as “backers up” in the event of any one section of the two attacks failing to fulfill their mission.

Each flight was given an escort of Typhoon fighters. The weather proved ideal on the day of the attack. In the first flight of three Mosquitoes of the New Zealand squadron attacking the eastern wall, Warrant Officer Nichols was flying. “As we neared the prison”, he said. “We ran into flak at St. Albert. It knocked off the back of our starboard motor nacelle but fortunately the damage did not influence our flying and we went on. Dropping to low level as we came in, we dropped our bombs and hopped over the prison wall at a height of eighteen feet. Of course, we couldn’t see the results for we were well away when they went off but the bombs from our flight were seen to hit the wall just five feet from the ground a few seconds after we cleared it. Then back we turned for home and on getting back we found our starboard wheel would not get down properly and when we landed our machine skidded sideways across the runway and collapsed but neither the pilot nor I was hurt.”

The second flight of the first attack were also machines of the New Zealand squadron and, in one of these, W/O Frank Wilkins was flying. “We broke off from the first flight as planned,” he said. “And we watched them make their attack as we came in on our run. Then I got busy. We cleared the northern wall by twenty feet and reconnaissance afterwards showed we had done our job properly and made a fine breach.”

Mosquitoes of the Australian squadron made the second attack. Navigating the first flight in the Commanding Officers plane was F/L McCaul. As they went in on their attack they saw that the eastern wall was not quite breached. “I thought we had better make sure of that,” said McCaul, “so we put down a couple of bombs to good effect and then went on to bomb the eastern end of the prison which was our main objective. In the few seconds, I had to glimpse around after the show, I saw some figures scuttling off away from the prison across the fields.”

The remaining machines of the Australian squadron then went in and bombed the north-western end of the prison. So successful was the attack that the ‘backers up’ – Mosquitoes of the RAF squadron – were not needed and they flew back after they received the pre-arranged success signal. Flying Officer Bob Offler, 27-year-old pilot (J11560) of Leamington, Ontario, was skipper of one of these

machines. "It was a pity we didn't get a chance to join in" he said. "But anyway the attack was a success and that's the main thing."

None of the Canadian fliers could make any detailed description of the 'break'. "You can't see much when scudding over the ground a few feet up at a few hundred miles an hour," said McCaul. "And as we had to put our bombs in the right places, we navigators were far too busy to have time to look around. I only had the one glimpse as we swept round to turn for home of the figures from the prison stumbling across the adjacent fields."

But flying over the prison at four to five hundred feet during the attack was a Mosquito of the RAF Film Unit and its pilot reported: "The attacks put a large break in the eastern and northern walls and there was a hole in the northern side of the eastern wing of the main building and considerable damage was done to the extension building west of the main building. I saw a number of men in the courtyard near the separate building which appeared to be workshops and I saw three men running into the fields from the northern wall."

The final results of the attack were gleaned some days afterwards and it was learned that one hundred and fifty prisoners had escaped, thirty seven prisoners were killed by machine guns from the German guards when the break was made and by the bombing and fifty German soldiers were killed by the bombing.

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McCLARTY, F/L Stanley Malcolm (J14006) - **Distinguished Flying Cross** - No.442 Squadron - Award effective 15 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born in Dauphin, Manitoba, 5 August 1918; educated in Manitoba. Various jobs before the war (apprentice clerk in a pharmacy, labourer, physical instructor in Guelph, stenographer in Regina. Enlisted in Regina, 23 August 1940 and posted to No.1 Manning Depot, Toronto. To No.1 Equipment Depot, Toronto, 11 September 1940. To No.1 ITS, Toronto, 10 November 1940; graduated and promoted LAC, 7 December 1940; to No.2 EFTS, Fort William, 8 December 1940; graduated 26 January 1941 and posted next day to No.1 Manning Depot, Toronto; to No.1 SFTS, Camp Borden, 8 February 1941; graduated and promoted Sergeant, 28 April 1941. To Central Flying School, Trenton, 19 May 1941. To No.1 SFTS, 10 August 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 June 1942. Commissioned 1 July 1942. Promoted Flying Officer, 1 March 1943. To Western Air Command, 5 June 1943. To No.132 Squadron, 10 June 1943. To No.14 Squadron, Alaska, 11 August 1943. To "Y" Depot, 14 January 1944. Embarked from Halifax, 20 January 1944. Arrived in UK, 31 January 1944. To No.144 Airfield, 12 February 1944. To No.442 Squadron, 13 February 1944. Promoted Flight Lieutenant, 1 April 1944. To No.3 PRC (tour expired), 8 December 1944. To No.83 GSU, 29 December 1944. Posted to No.411 Squadron, 15 April 1945; killed in action 3

May 1945. A lake three miles north and sixteen miles east of Cormorant Forest Reserve, Northern Manitoba, was named for him in 1949; described as first Allied pilot to land in France after D Day (hard to prove). Shown in RCAF photo PL-28946 (ex UK-10212 dated 2 May 1944).

This officer has displayed exceptional keenness for operational flying. He has taken part in a large number of varied sorties and has set a fine example of skill and tenacity. He has effectively attacked very many mechanical vehicles and several locomotives. In air fighting he has destroyed three enemy aircraft.

NOTE: DHist file 181.009 D.2833 (RG.24 Volume 20632) has recommendation dated 26 October 1944 which bears comparison. As of that date he had flown 164 sorties (202 hours 25 minutes and was commanding "B" Flight:

Flight Lieutenant McClarty has continually proven himself to be an exceptional fighter pilot in his extraordinary keenness and ability to attack the enemy on the ground and in the air. As a Flight Commander and a leader of many dive-bombing sorties, his results have been particularly praiseworthy. At all times his leadership has materially contributed to the successes of the squadron. In combat he has destroyed three enemy aircraft, probably destroyed one and damaged two others. In particular, in one sortie he destroyed two and damaged a third enemy aircraft. Against ground targets he has destroyed and damaged 65 MET [Mechanical Enemy Transport] and damaged nine locomotives. In order to achieve this score he has attacked wherever the enemy could be found, often in areas very heavily defended by flak. His complete disregard for enemy opposition and his continued successes have won the deepest respect and admiration of the squadron.

Assessments: "Young NCO instructor, very keen and conscientious in his duties. Has cheerful personality and considered eligible of Acting Rank Warrant Officer II." (W/C D. Edwards, No.1 SFTS, 30 May 1942).

"This officer has had considerable experience in YMCA organization and is a very competent athlete himself. This instructor has considerable instructing time to his credit. NCO experience and is very cordial in his manner. Students have on the average been good." (W/C G.A. Hiltz, No.1 SFTS, 22 December 1942).

"A keen, hard working instructor whose students show the interest he takes in them." (W/C G.A. Hiltz, No.1 SFTS, 11 March 1943).

"Good fighter material. Should do a good, steady job on operations." (S/L B.R. Walker, Boundary Bay, 17 November 1943).

“F/L McClarty has done an excellent job while with the squadron, and held the responsible position of senior flight commander for a number of months. His keenness and ability were outstanding and his leadership contributed much to the success of the squadron. He was extremely courageous and never failed to produce good results. The squadron has lost a valuable asset on losing him.” (S/L W.A. Olmsted, 9 December 1944, on his posting as tour expired. Form credited him with 1,980 hours flown, 249 in previous six months.

Two reports of his ground strafes are of interest. The first was dated 24 April 1945, 1100 hours, involving two attacks on locomotives - one of about 1.5 seconds and 1.1 seconds with strikes seen, assessed as “Dive too steep and closing range too great” and the second of two bursts, each about one second with no strikes seen; “Opening too great a range, more than 1,200 yards.” The second report is also 24 April 1945, 1230 hours, one locomotive attacked (3.2 seconds) and strikes seen. Assessed as “Wander of aim.”

His service file includes a Combat Report dated 21 April 1945 as follows:

Time Up and Down - 1720-1908
Place of Attack - West of Parchim
Height of enemy aircraft on first sighting - 300 feet
Own height on first sighting - 500 feet.
Our casualties - nil
Enemy casualties - one Me.109 destroyed.

General Report - I was leading Blue Section 4112 Squadron in the Parchim area and sighting a train went down to strafe it. As I opened fire on the train an Me.109 crossed my line of sight going the opposite direction. I finished my attack on the train and broke starboard after the Me.109; as I came in on the port side hhe broke port and after one turn I gave him a 1/4 second burst from about 100 yards. The burst hit him at the cockpit and he began burning at the lower part of the cockpit. His cockpit hood and sundry bits and pieces blew off, damaging my port radiator. The aircraft was seen to crash right on a railway line by the whole squadron. G.G.S, and cine camera used. I claim one Me.109 destroyed.

Training: Interviewed in Regina, 23 August 1940 when described as “Intelligent, pleasant, good physique, mature, confident. Probable commission calibre.”

Course at No.1 ITS was 11 November to 9 December 1940. Courses and marks as follows: Mathematics (90/100), Armament, practical and oral (86/100), Visual Link (86/100), Drill (80/100), Law and Discipline (90/100). Placed 66th in a class of 198. “Pilot material. Good appearance. Lots of pep and determination. Cool and courageous.” (W/C G.S. O’Brian, 14 December 1940).

Course at No.2 EFTS was 9 December 1940 to 26 January 1941. Flew Tiger Moths (26.50 day dual, 40.55 day solo; also logged five hours in Link. A.A. Madore (instructor) wrote, “This pupil

is ambitious, works hard and sticks to the finish; earned good will.” Ground training courses were Airmanship (184/200), Airframes (194/200), Aero Engines (135/200), Signals, practical (50/50), Theory of Flight (100/100), Air Navigation (162/200), Armament, oral (172/200). Graded 130/200 under “Qualities as an officer” and ranked 8th in a class of 27. “This airman has a lot of determination. His flying was of a high order and he should develop into a valuable pilot. His conduct has been very satisfactory.”

Course at No.1 SFTS was 9 February to 28 April 1941. Flew Yales (10.35 day dual, 24.50 day solo) and Harvards (27.25 day dual, 19.20 day solo, 4.25 night dual, 3.45 night solo). Of this, 19.45 on instruments. “Good on instruments. Needs more aerobatics.” Ground courses were Airmanship and Maintenance (129/200), Armament, written (82/100), Armament, practical (77/100), Navigation and Meteorology (114/200), Signals, written (83/100) and Signals, practical (48/50). Placed 15th in a class of 42. Average in formation flying and navigation; above average in night flying, determination and initiative and instrument flying. “Needs more practice on aerobatics” wrote W/C W.E. Kennedy, who nevertheless recommended him for fighters.

CFS course at Trenton was 16 June to 8 August 1941; 12.05 solo and 21.25 dual on single-engine aircraft, 10.00 solo and 10.40 dual on twins. “Pleasing manner. Flies with confidence. Good knowledge of patter. Very willing worker. Should be a good average instructor with experience.” (F/O V.S. Houston). “Should become a capable instructor with further experience. No outstanding faults.” (S/L J.W. Reid).

Tested January 1942 by F/L G.K. Preston who noted he had flown 297 hours instructing. Although his voice was high pitched and his manner hurried, he was deemed a good average type: “This instructor is a capable pilot in general flying and very good in aerobatics. Knowledge of sequence must be improved.”

Circumstances of death: Report on loss of Spitfire NH263 dated 5 May 1945 and signed by S/L J.N. Newell:

No.411 Squadron was ordered to carry out an Armed Recce/Fighter Sweep in the Hamburg/Kiel area. The section of eleven aircraft led by S/L J.N. Newell was airborne at 0710 hours and at approximately 0830 hours the section carried out an attack on an enemy train approximately 20 miles south of Kiel, Map Reference N.5727; on completion of the attack F/L McClarty’s aircraft climbed to approximately 4,000 feet. The pilot reported over his R/T that he had been wounded in the leg by flak and requested that he be led to the nearest [airfield]. His No.2, F/O Shropshire, closed up and headed for Luneburg; after three or four minutes F/L McClarty appeared to slump forward and his aircraft peeled off and dived straight through a thin cloud layer. F/O Shropshire called on his R/T requesting F/L McClarty to bail out; he followed his aircraft down to the cloud layer but did not see it crash. It is presumed that the aircraft was lost while on air operations due to enemy action.

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McCLASKEY, S/L Angus Clayton (C3179) - **Member, Order of the British Empire** - No.4 Training Command Headquarters - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Graduate of University of Saskatchewan. Enlisted in Saskatoon, 9 November 1940 in Administrative Branch. To No.4 Training Command Headquarters, 15 December 1940. Promoted Flight Lieutenant, 15 June 1941. Promoted Squadron Leader, 1 November 1942. Promoted Wing Commander, 1 December 1944. To No.1 Air Command, 15 January 1945. To No.4 Release Centre, 23 September 1945. Retired 2 October 1946.

Squadron Leader McClaskey has been employed as Legal Officer and Assistant Judge Advocate General at this Command Headquarters for more than two years. He has proven to be an exceptionally conscientious officer with a thorough knowledge of Criminal Law, Air Force Law and Air Force Procedure. This knowledge has been of great benefit to the service and has been instrumental in the capable and efficient manner in which Court Martials in this Command have been conducted. The devotion to duty and ability displayed by this officer have been outstanding.

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McCLELLAN, F/L Maxwell William (C10908) - **Member, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date, **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945. Born 6 May 1918 in Edinburgh, Scotland (RCAF Press Release 4907 announcing award). Graduated from University of British Columbia where he had also been a laboratory assistant. Home in Ottawa but enlisted in Vancouver, 10 June 1938 in Photography Branch. Attained rank of LAC, 1 July 1939. With No.11 (BR) Squadron as of 28 October 1939. Promoted Corporal, 1 March 1940. To AFHQ, 9 May 1940. To No.1 AOS, 22 July 1940. Promoted Sergeant, 1 November 1940. Promoted Flight Sergeant (unpaid), 1 May 1941. Promoted Flight Sergeant (paid), 1 July 1941. To AFHQ, 4 September 1941. Posted to No.1 Manning Depot and commissioned, both on 17 April 1942. To AFHQ, 3 May 1942. Promoted Flying Officer, 17 October 1942. To "Y" Depot, 20 December 1942. To RAF overseas, 6 January 1943. To RCAF Overseas Headquarters, 7 January 1943. Promoted Flight Lieutenant, 1 April 1944. Repatriated 13 June 1945. Retained rank of Flight Lieutenant as of 1 October 1946. A public relations officer and movie cameraman. Died in Comox, British Columbia, 10 April 2010. RCAF photo PL-2229 is captioned as follows: "Instruction on F.24 camera - LAC E.T. Berkey (Port Coquitlam, British Columbia), Corporal M.W. McClellan (instructor, Vancouver), LAC D.B. Babineau Saskatoon), LAC W.A. Casey (Ridgetown, Ontario." RCAF photo PL-32237 (e UK-14833 dated 14 September 1944 shows him making friends with two Belgian girls (Odette and Lilliane Fagell);

caption notes that throughout the occupation Germans were never invited to local homes. Governor General's Records (RG.7 Group 26, Volume 57, file 190-I) has citation.

This photographic officer was selected to proceed with the D-Day beach parties and, together with another public relations officer, carried out advance news coverage of the Royal Canadian Air Force operations from dawn of D-Day until six days later, when additional public relations staff arrived to assist him. During these days he was constantly under fire from the ground and the air and largely independent in obtaining food, shelter and transportation. The earliest first-hand pictures featuring Royal Canadian Air Force operations over Normandy, including the opening of the first "strip", were obtained through the determination of this officer. He has continued to serve on the Normandy front since the day of his arrival. The courage, disregard of personal danger and determination displayed by this officer under enemy fire are most praiseworthy.

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McCLELLAND, WO (now P/O) Richard Charles (R75461/J16755) - **Distinguished Flying Cross** - No.106 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1724/43 dated 27 August 1943. See **War Service Records 1939-1945** (Canadian Bank of Commerce, 1947). Born 25 December 1919, Herbert, Saskatchewan. Home there; educated there; banker. Enlisted in Saskatoon, 16 December 1940 and posted to No.2 Manning Depot. To Patricia Bay, 15 January 1941. To No.2 ITS, 7 February 1941; graduated and promoted LAC, 15 March 1941 when posted to No.4 AOS; to No.1 BGS, 9 June 1941; graduated and promoted Sergeant, 19 July 1941; to No.2 ANS on 20 July 1941; graduated 20 August 1941 when posted to Embarkation Depot; to RAF overseas, 14 September 1941. Posted for a time to No.97 Squadron, flew 31 sorties with No.106 Squadron and 71 sorties with No.109 Squadron. Also instructed at Upper Heyford. Commissioned 2 December 1942. Promoted Flying Officer, 2 June 1943. Repatriated 23 March 1945. To No.2 Air Command, 3 April 1945. To No.2 OTU, Debert, 6 May 1945 to instruct. To Release Centre, 1 August 1945. Released 7 August 1945. Invested with DFC at Buckingham Palace, 21 March 1944. Bar to DFC presented in Canada, 13 November 1948. RCAF photo PL-28289 (ex UK-9189 dated 23 March 1944) taken outside Buckingham Palace after investiture, with English Yorkshire cousins, Mrs. F.J. Smith (left) and Miss Betty Smith (right). RCAF photo PL-40394 (ex UK-17200 dated 20 December 1944) is captioned as follows: "A wedding of RCAF interest took place recently when Miss J. Carley, daughter of FS E. Carley and Mrs. Carley of London became the bride of F/L R.C. McClelland of Herbert, Saskatchewan. They are shown leaving the church following the ceremony." After the war, he graduated from Dentistry at the University of Alberta and received an MSC from Ohio State University. He had a private practice and taught dentistry at the University of Alberta until his retirement. Died 10 June 2015 in Edmonton.

Throughout his operational tour Warrant Officer McClelland has displayed navigational ability of the highest order while his unfailing accuracy is greatly to

be commended. He has navigated his aircraft with skill and determination over heavily defended territory to targets in widely scattered parts of Germany and occupied territory including Danzig, Bremen, Berlin, Lorient, the Ruhr and Italy and on the daylight attack on Milan. In addition he has been largely responsible for the success of long distance mine-laying sorties. This airman has set and maintained an exceptionally high standard of navigation and has on all occasions shown great courage, coolness and enthusiasm to participate in operations.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 27 April 1943 when he had flown 29 sorties (198 hours 35 minutes). Sortie list and submission as follows:

25 June 1942 - Bremen (4.45) - bombed D.R. from 8,000 feet
29 June 1942 - Bremen (4.30) - bombed on T.R. fix , 14,000 feet
19 July 1942 - Vegasack (4.55) - target located despite thick cloud
26 July 1942 - Hamburg (5.30)
31 July 1942 - Dusseldorf (4.20)
7 August 1942 - Duisburg (3.30)
10 August 1942 - Osnabruck (3.45) - successful attack, 5,000 feet
20 August 1942 - GARDENING, Danzig Bay (9.10)
24 August 1942 - Frankfurt (4.50)
27 August 1942 - Warships, Gyndia (8.10), harbour located under difficult conditions
1 September 1942 - Saarbrucken (5.40)
4 September 1942 - Bremen (4.25)
6 September 1942 - Duisburg (2.15), mission abandoned
10 September 1942 - Dusseldorf (3.30), photograph 1 ½ miles from aiming point.
13 September 1942 - Bremen (4.00)
18 September 1942 - GARDENING, Baltic (10.00)
23 September 1942 - Wismar (7.35), target found despite low cloud and mist
2 October 1942 - Aachen (2.25), mission abandoned
12 October 1942 - Wismar (8.15)
22 October 1942 - Genoa (9.05)
24 October 1942 - Milan (10.40), daylight
18 November 1942 - Turin (9.35), photo two miles from aiming point
28 November 1942 - Turin (8.35)
8 December 1942 - Turin (2.55), mission abandoned, gunner ill.
9 December 1942 - Turin (8.45)
21 December 1942 - Munich (8.20)
13 January 1943 - Essen (5.30), successful; marker flare attacked.
16 January 1943 - Berlin (8.25)
27 January 1943 - Dusseldorf (4.50), successful on marker bomb.
13 February 1943 - Lorient (5.40), photo of aiming point
14 February 1943 - Milan (9.35), photo of aiming point
21 February 1943 - Bremen (6.20)

Throughout his operational tour, Warrant Officer McClelland has displayed a navigational ability of the highest order and his unfailing accuracy demands the greatest commendation.

He has navigated his aircraft with skill and determination over heavily defended territory, to targets in widely scattered parts of Germany and occupied territory including Danzig harbour, Bremen, Wismar, Berlin, Lorient and on numerous occasions to objectives in the Ruhr and Italy, including the daylight attack on Milan. His accuracy has been responsible also for the success of long minelaying sorties.

Warrant Officer McLaughlin has set and maintained a very high standard of navigation and has at all times displayed great courage, coolness and enthusiasm, for which he is strongly recommended for the award of the Distinguished Flying Cross.

McCLELLAND, F/L Richard Charles, DFC (J16755) - **Bar to Distinguished Flying Cross** - No.109 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 a second tour of operations since the award of the Distinguished Flying Cross. He has participated in many operational sorties against some of the most heavily defended targets in Germany and enemy occupied territory. He has at all times shown himself to be an exceptionally skilful navigator and has always set a high example of courage, determination and devotion to duty which has been most commendable.

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McCLENAGHAN, F/L William Archibald (J87303) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 23 October 1945 as per **London Gazette** dated 30 October 1945 and AFRO 133/46 dated 8 February 1946. Born 20 August 1918 at Bethune, Saskatchewan; educated there and Balfour Technical School, Regina. Home in Regina (mechanic for International Harvester); enlisted there 27 August 1942. To No.2 Manning Depot, 16 November 1942. To No.2 ITS, 23 January 1943; graduated and promoted LAC, 3 April 1943 when posted to No.15 EFTS; graduated 29 May 1943 when posted to No.4 SFTS; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, 8 October 1943 (date of embarkation from New York). Disembarked in Britain, 16 October 1943. Attached to Headquarters, No.50 Group, 3-31 December 1943 (with No.2 EFTS). To No.18 (Pilots) AFU, 1 February 1944. Attached to No.1513 Beam Approach Training Flight, 21-27 March 1944. To No.18 OTU, 25 April 1944. Commissioned 4 June 1944. To No.11 Base, 30 June 1944. To No.101 Squadron, 8 September 1944. Promoted Flying Officer, 26 September

1944. Promoted Flight Lieutenant, 23 December 1944. Missing, 24 February 1945. Safe in United Kingdom, 16 May 1945. Repatriated 1 June 1945. To No.8 Repair Depot, 12 June 1945. To No.7 BGS, 4 August 1945. To No.2 Air Command, 1 September 1945. To Release Centre, 8 October 1945. Retired 13 October 1945. DFC presented, 18 June 1949. Died in Lethbridge, Alberta, 20 March 1981 as per **Legion Magazine** of July 1981.

Flight Lieutenant McClenaghan has completed a large number of successful operational sorties as pilot and captain of aircraft. Most of the targets which he has attacked have been in Germany and have been fiercely defended. In February 1945, whilst on a sortie against Pforzheim, his aircraft was attacked by an enemy fighter shortly before reaching the target area. One engine was rendered unserviceable and in a second attack another engine and the mainplane were set on fire. Despite the very hazardous situation which had developed, Flight Lieutenant McClenaghan pressed home his attack and effectively bombed the target. When his task had been completed he gave the crew orders to abandon the aircraft which exploded immediately after he left it. This officer's courage and determination have always been of a very high order.

NOTE: Public Reports Office Air 2/9287 has recommendation dated 2 June 1945 with sortie list and more extended citation. He had flown 30 sorties (173 hours 50 minutes).

9 September 1944 - Darmstadt
26 September 1944 - Karlsruhe
5 October 1944 - Saarbrücken
27 October 1944 - Cologne
30 October 1944 - Cologne
31 October 1944 - Cologne
2 November 1944 - Düsseldorf
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
9 November 1944 - Wanne Eickel
11 November 1944 - Dortmund
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
27 November 1944 - Friburg
29 November 1944 - Essen
12 December 1944 - Essen
18 December 1944 - Ulm
22 December 1944 - Coblenz
26 December 1944 - St. Vith
28 December 1944 - Bonn
29 December 1944 - Buer
31 December 1944 - Osterfeld

2 January 1945 - Nuremburg
5 January 1945 - Hanover
6 January 1945 - Hanau
16 January 1945 - Brox
28 January 1945 - Stuttgart
1 February 1945 - Mannheim
3 February 1945 - Bottrop
23 February 1945 - Pforzheim

Flight Lieutenant McCleneghan, a Canadian, is an extremely skilful pilot of proven ability. He has completed 30 highly successful sorties against a wide variety of targets in Germany, most of these targets being fiercely defended.

Whilst attacking Pforzheim on the night of 23rd February, 1945, just before reaching the target area he was attacked by an enemy fighter. The starboard outer engine was put unserviceable. The fighter attacked again and his starboard inner and mainplane were set on fire. In spite of these fierce attacks by the enemy, Flight Lieutenant McCleneghan pressed home his attack regardless of danger from the burning mainplane. When he had effectively bombed his target, he realized the danger from the burning aircraft was very great, so he gave instructions to his crew to bale out. His complete crew escaped by parachute and when the last of the crew had gone he himself left the aircraft just before it blew up. He has now been repatriated from a prisoner-of-war camp.

This officer's magnificent daring and disregard for personal danger together with his coolness and complete ability to handle a very dangerous situation re worthy of the highest praise and he is recommended for the non-immediate award of the Distinguished Flying Cross.

The website "Lost Bombers" has the following on his final sortie: Lancaster RA523 (SR-I) of No.101 Squadron, target Pforzheim, 23/24 February 1945. The bomber was on its first sortie and was one of two No.101 Sqdn Lancasters lost on this operation; the other was PA237. Airborne at 1547 hours, 23 February 1945 from Ludford Magna. Shot down over the target area. F/L W.A. McLenaghan, RCAF (pilot, injured), F/S W.R. Searle, RAAF (second pilot, injured), Sergeant C.G. Vicary (fight engineer, later awarded DFM, injured), F/O J.K. Balcombe RCAF (navigator, injured), F/O N.W. Ingeberg, RCAF (bomb aimer, injured), WO1 L.F. Kennedy, RCAF (WOP, injured), Flight Sergeant F.R. Boyd, RCAF (mid-upper gunner, injured), Flight Sergeant F.R. Fletcher RCAF (rear gunner, injured). All personnel confined to hospital and not allocated POW numbers.

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interview of 14 May 1945. He stated he had flown 29 sorties.

Hit on starboard wing before bombing Kye. Starboard outer set on fire and No.3 petrol tank also. Feathered engine, operated gravener but fire continued. Shortly out of target, hit again, starboard wing full of holes. Rudder and aileron control lost. Both starboard engines out. Starboard inner feathered, gravener operated and ordered crew to bale out. Fire continued, fuselage burning as I left. Wing fell off when my chute opened. Aircraft crashed still on fire. Pilot had seat pack, others chest type.

Notes on Overseas Training:

Course at No.18 (Pilot) AFU was 8 February to 18 April 1944. Flew Oxford aircraft (4.05 day dual to first day solo, 21.15 day dual total, 25.10 day solo; 2.35 night dual to first night solo; 6.15 total night dual, 10.15 night solo. Also 8.55 in Link and 8.50 on instruments (other than BAT). "Average, rough on the controls and inclined to be slipshod. Suitable captain with experience."

Course at No.1531 Beam Approach Training Flight was 21-27 March 1943; flew eleven hours in Oxford plus 5.40 in Link. "A low average pilot. He makes silly mistakes and adopts a compacent attitude when corrected. Instrument Flying id rough and careless; he knows his Beam Approach procedure but cannot always be bothered to use it correctly. He would be O.K. if his life were at stake in an emergency." (29 March 1944 - F/L T. A. Harper ?)/

Course at No.18 OTU was 11 April to 19 June 1944. Flew Wellington III and X (5.35 day dual to first day solo, total 7.15 day dual, 31.00 day solo; 4.20 night dual to first night solo, 5.05 total night dual, 38.40 night solo; of these times, two hours in formation and 15 hours on instruments (also 10.05 in Link). "An above average captain and pilot. Has proved himself to be very keen. Should make an above average heavy bomber pilot." (22 June 1944, assessing officer signature illegible).

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McCLINTON, F/L John Harris (C10925) - **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. Enlisted in Toronto, 10 April 1942 as Provost and Security Officer (commissioned on enlistment). To No.1 Manning Depot on enlistment. To Trenton, 17 April 1942. To Patricia Bay, 27 May 1942. Promoted Flying Officer, 1 September 1942. To Prince Rupert, 13 January 1943. To Western Air Command Headquarters, 6 February 1943. Promoted Flight Lieutenant, 31 July 1943. To No.8 Release Centre, 18 April 1945. Retired 20 April 1945. Certificate sent to him, 7 July 1945.

This officer has organized and supervised the operation of the investigation section of the Provost and Security Branch in Western Air Command with outstanding success. By his untiring efforts involving long hours of overtime, coupled with a high degree of technical knowledge and organizing ability, Flight

Lieutenant McClinton has built up his section to an exceptionally high standard of efficiency. His example and devotion to duty have been of inestimable value in building up the esprit de corps so essential to the discharge of the important work in his section and is deserving of the highest praise.

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McCLURE, F/O Alexander (J9737) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born 11 July 1922 in Port Glasgow, Scotland; home in Welland, Ontario; enlisted Hamilton, 2 January 1941 as Wireless Operator (Ground) 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.31 SFTS, 3 May 1941. Remustered to aircrew and posted to No.1 WS, 20 July 1941. Promoted LAC, 21 August 1941; to No.4 BGS, 6 December 1941; graduated and commissioned, 5 January 1942. To "Y" Depot, 6 January 1942. To RAF overseas, 24 January 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 5 January 1944. Repatriated with No.408 Squadron, 15 June 1945. To Greenwood, 16 June 1945. To No.10 Release Centre, 13 November 1945; retired 16 November 1945. Re-engaged as Signals Officer, 25 March 1949 to 22 September 1950. Photo UK-11068 shows him with WO Jerry Fanning. Photo PL-40833 (ex UK-17548 dated 16 December 1944) is a portrait taken after investiture. DFC presented at Buckingham Palace, 12 December 1944.

A courageous and skilful wireless operator, this officer has flown on operations against some of the enemy's most heavily defended targets. He has participated in attacks against targets at Hamburg and Berlin and in the Ruhr Valley and Italy. Under a quiet, unassuming manner, Flying Officer McClure has a fine fighting spirit which has inspired his crew. His co-operation, coolness and devotion to duty has contributed largely to the successes attained.

RCAF Press Release No. 5572 dated 29 June 1944 from F/O A.F. Tinsley, transcribed by Huguette Oates, reads:

WITH RCAF BOMBER GROUP OVERSEAS: -- The Wireless Air Gunner in a heavy bomber rarely uses his guns, more often than not finishing a tour of "ops" without ever having shot at anything. He just sits at his instruments and unless he sneaks away for a moment's quick glimpse, he doesn't even see the bomb bursts and flames in the target area. WAG is a dull aircrew job as long as all goes well, but when trouble breaks on an operation it can be as exciting for the WAG as for the rest of the crew.

F/L Alex McClure, DFC, of Welland, Ontario, a wireless air gunner, found that out recently on a flight to Stuttgart. His Halifax was hit just after "bombs away", and shrapnel ricocheted all through the RAF aircraft. Two of the four engines

were knocked out, the hydraulics ceased to function, and the controls were partly useless. No one was hurt, however. Over the British coast, at 9,000 feet, the skipper could no longer risk trying to keep the Halifax in the air and ordered his crew to bail out. "I jumped and remember seeing the tail and wheel flit by," McClure recalled later. "Then wumff, and the 'chute opened. In the night, I couldn't see what I was landing in but I was thankful to be back on earth unhurt." The rest of the crew landed safely, with only a couple of scratched noses to show for their adventure.

McClure is now Assistant Signals Officer at a heavy conversion unit of the RCAF Bomber Group, his tour of operations over. After the war, he hopes to take his English wife to Canada.

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McCLURE, F/O John Edward (R78569 and J15505) - **Distinguished Flying Cross** - No.137 Squadron - Award effective 4 July 1943 as per **London Gazette** dated 16 July 1943 and AFRO 2049/43 dated 8 October 1943. Born in Toronto, 5 May 1921; home in London, Ontario. Enlisted 15 October 1940. Trained at No.1 ITS, No.10 EFTS and No.9 SFTS. Commissioned 1942. In postwar RCAF (20033); promoted Squadron Leader, 1 January 1951. Retired 30 December 1970

This officer has completed much operational flying, including a number of reconnaissances and attacks on shipping. In attacks on enemy lines of communications Flying Officer McClure has destroyed four locomotives and damaged several more. In addition he has destroyed a barge and caused damage to rolling stock. Flying Officer McClure has displayed skill, keenness and determination of a high order.

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McCOLL, F/O Allan Clifford (J26363) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 9 November 1916 in Winnipeg; home in Montreal (bookkeeper). As a youth he took saxophone lessons and eventually to join the "Esquires" (led by Johnny Holmes), a very popular dance band in Montreal. He had difficulty joining the Air force because of an eye imperfection, but with stubborn persistence he was accepted. Enlisted in Montreal, 9 July 1942 and posted to No.5 Manning Depot. To No.8 SFTS (guard duty), 14 August 1942. To No.5 ITS, 10 October 1942; graduated and promoted LAC, 19 December 1942 but not posted to No.7 AOS until 23 January 1943; graduated and commissioned, 14 May 1943 To "Y" Depot, 28 May 1943; to RAF overseas, 22 June 1943. Promoted Flying Officer, 14 November 1943. Navigator of a crew headed by "Cibby" Cembrowski crew, which completed 37 trips. Repatriated 27 November 1944. To No.1 Air Command, 9 January 1945; to No.2 Release Centre, 15 February

1945. Retired 28 February 1945. DFC presented 22 May 1946. After the war he attended McGill University, graduating with a Bachelor of Commerce degree, and continued his financial studies to become a Chartered Accountant. Retired from McGill as Vice-Principal Finance in 1979, Died in Pointe-Claire, Quebec, 5 October 2006.

Throughout his operational tour Flying Officer McColl has shown himself to be a skilful and courageous navigator. He has participated in numerous operational sorties against such heavily defended German targets as Duisburg, Brunswick, Essen and Kiel. On one occasion he was navigator in an aircraft which was detailed to attack Laon. Immediately after the target had been bombed his aircraft was attacked by a Focke Wulf 190 which was eventually destroyed after a running fight. Although his aircraft was driven off its track, Flying Officer McColl, by skilful navigation, enabled his captain to fly it safely back to base. Both in the air and on the ground this officer has always set a sterling example of determination, enthusiasm and devotion to duty.

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McCOMBE, F/L Robert James (C2201) - **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 Iberville, Quebec, 14 April 1901; home in Dorval; enlisted Montreal, 1 June 1940 as Armament Assistant and posted to Trenton. Commissioned with rank of Flying Officer, 31 May 1940. Promoted Flight Lieutenant, 15 June 1941. To No.6 BGS, 23 June 1941. To "Y" Depot, 23 December 1942; to RAF overseas, 25 January 1943. Promoted Squadron Leader, 1 August 1943. Repatriated by air, 5 August 1945. Retired 6 October 1945. Cited with F/L E.J.A. Lindsay (GM - see above for citation), Sergeant J.A. Campbell (BEM), LAC C.A.G. Snelling (BEM) and LAC P.P. Wilkinson (BEM).

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McCOMBIE, Corporal Robert Aytoun (R86568) - **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 19 October 1898. Enlisted in Edmonton as Aero Engine Mechanic, 30 December 1940 and posted to No.1 Manning Depot. To Technical Training School, 7 February 1941. Promoted AC1, 28 June 1941. To No.7 SFTS, 2 July 1941. Promoted LAC, 26 September 1941. To "Y" Depot, 12 March 1942; to RAF overseas, 30 April 1942. Promoted Corporal, 1 October 1942. Repatriated 24 February 1945. To No.10 Repair Depot, 6 March 1945. To No.7 Release Centre, 18 June 1945. Retired 19 June 1945. No citation in AFRO. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945. Recommendation stated he had served 16 months in Canada, 33 months overseas.

While in the United Kingdom and during the African campaign, Corporal McCombie worked long and strenuous hours even when ill. His mechanical

ability is of the highest order. His drive and determination to see a job of work through to completion is an example to others.

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McCONKEY, F/O Edward John (J22404) - **Distinguished Flying Cross** - No.578 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 16 March 1915 in Toronto; home there; enlisted there 21 October 1941. To No.1 Manning Depot, 11 November 1941. To Technical Training School, 7 December 1941. To No.6 ITS, 14 February 1942. Graduated and promoted LAC, 10 April 1942. Posted to No.1 EFTS, 25 April 1942. To No.5 SFTS, 4 July 1942. Ceased training and posted elsewhere, 16 August 1942. To No.8 BGS, 12 September 1942; graduated 20 November 1942 and posted next day to No.3 AOS; graduated and commissioned 4 January 1943. To "Y" Depot, 18 January 1943. To RAF overseas, 2 February 1943. Promoted Flying Officer, 4 July 1943. Promoted Flight Lieutenant, 4 January 1945. Repatriated by air, 18 June 1945. To No.8 OTU for Tiger Force training, 18 June 1945. To Greenwood, 31 July 1945. To Release Centre, 6 September 1945. Retired 10 September 1945. Medal sent by Registered Mail, 13 November 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9026 has recommendation dated 21 July 1944 when he had flown 32 sorties (166 hours two minutes), 8 October 1943 to 6 July 1944. The list of sorties is almost identical to that of P/O N. Banika; they must have been in the same crew.

8 October 1943 - Hannover (6.22)
22 October 1943 - Kassel (6.24)
30 January 1944 - Berlin (6.20)
15 February 1944 - Berlin (6.29)
19 February 1944 - Leipzig (7.17)
20 February 1944 - Stuttgart (7.23)
24 February 1944 - Schweinfurt (8.19)
25 February 1944 - Augsburg (7.27)
13 March 1944 - Le Mans (4.58)
18 March 1944 - Frankfurt (5.40)
22 March 1944 - Frankfurt (6.04)
24 March 1944 - Berlin (7.34)
26 March 1944 - Essen (4.37)
30 March 1944 - Nuremburg (7.35)
9 April 1944 - Lille (4.15)
18 April 1944 - Tergnier (4.54)
20 April 1944 - Ottignes (4.41)
22 April 1944 - Dusseldorf (4.52)
8 May 1944 - Berneval (3.27)

11 May 1944 - Trouville (3.33)
22 May 1944 - Orleans (4.44)
24 May 1944 - Aachen (3.47, on return attacked by fighter)
31 May 1944 - Trappes (5.16)
4 June 1944 - Boulogne (3.09)
5 June 1944 - Mont Fleury (4.12)
6 June 1944 - Chateaudun (5.28)
11 June 1944 - Massy Palaiseau (4.25)
22 June 1944 - Siracourt (3.19)*
23 June 1944 - Oisement (4.10)
24 June 1944 - Le Grand Rossignol (3.26)
1 July 1944 - Oisemont (3.19)*
6 July 1944 - Croixdale (3.29)

Flying Officer McConkey has carried out 32 operations totalling 166.02 hours during which he has taken part in many attacks against such heavily defended areas as Berlin (3), Hannover, Kassel, Leipzig and Essen.

This Canadian Air Bomber has an outwardly quiet and unobtrusive mein, hiding a virile and determined nature which has been reflected with considerable success in many attacks upon targets by day and by night. upon these his skill and enthusiasm have ensured successful completion. He accepted enemy defences with the philosophical attitude that they were an obstruction to be penetrated and with careful and well-judged advice he assisted his Captain on many occasions to overcome the most severe anti-aircraft fire to find the target.

Undaunted by the most stubborn opposition, Flying Officer McConkey has completed an excellent tour of operations, in recognition of which it is strongly recommended that he should be awarded the Distinguished Flying Cross.

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McCONNACHIE, F/L Norman (J15887) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 5 October 1920 in Kenora, Ontario. Family moved to Sutherland, Saskatchewan (now part of Saskatoon) where he completed high school in 1938; home in Calgary (Royal Bank of Canada bank clerk); enlisted in Saskatoon, 4 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.2 BGS; graduated and promoted Sergeant, 23 December 1940. To No.1 Manning Depot, 2 January 1941; to Embarkation Depot, 4 February 1941; to RAF overseas, 2 March 1941. Commissioned 24 August 1942. Promoted Flying Officer, 24 February 1943. On strength of RCAF Overseas Headquarters on 3 December 1943. Promoted Flight Lieutenant, 3 June 1944. Repatriated 16 September 1945. Retired 30 October

1945. Returned to Royal Bank employment. Died in Swift Current, Saskatchewan, 9 March 2015. DFC presented 18 June 1949. RCAF photo PL-40787 (ex UK-17169 dated 5 December 1944) shows him alone; identified as Signals Leader of the squadron. RCAF photo PL-40790 (ex UK-17172 dated 5 December 1944) shows F/L D.W. Haseldine, DFC, Eastbourne, on left (No.419 Squadron bombing leader) and F/L Norman McConnachie, DFC on right (Calgary, squadron signals leader). (No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 11 August 1944 when he had flown 44 sorties (332 hours 10 minutes). This included Wellington flights to Gibraltar and Malta (27 September 1941) and on to Cairo (7 October 1941) followed by 30 sorties against targets in North Africa and Greece (15 October 1941 to 13 March 1942). His second tour had been 1 May to 7 August 1944 (12 sorties). Squadron Signals Leader.

Flight Lieutenant McConnachie has completed a very successful tour of operations in the Middle east and, after two years of instructional duty, returned to operations on 28th March 1944, since when he has taken part in a further twelve night and day sorties.

On 3rd June, 1944, he was appointed Signals Leader of the squadron, a post to which he has brought outstanding organizing ability and high personal example. He has shown unbounded enthusiasm to attack the enemy and seizes every opportunity to fly himself, irrespective of the experience of the crew he flies with.

I consider Flight Lieutenant McConnachie's outstanding ability, enthusiasm and high courage definitely merits the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

27 September 1941 - Hamstead Norris to Gibraltar by Wellington (8.40)
27 September 1941 - Gibraltar to Malta (7.30)
7 October 1941 - Malta to Cairo (6.30)
15 October 1941 - Benghazi (11.00)
24 October 1941 - Benhazii (12.00)
7 November 1941 - Benghazi (5.55)
9 November 1941 - Benghazi (10.30)
18 November 1941 - Derna aerodrome (11.00)
20 November 1941 - Gazala aerodrome (9.00)
24 November 1941 - Benina aerodrome (9.40)
28 November 1941 - Derna aerodrome (8.50)
29 November 1941 - Benghazi (12.10)
13 December 1941 - Derna aerodrome (8.50)
17 December 1941 - Benina aerodrome (10.40)
19 December 1941 - Benina aerodrome (10.00)

2 January 1942 - El Agheila (14.30)
4 January 1942 - Salamis, Greece (12.50)
22 January 1942 - Buerat el Hsun (9.35)
25 January 1942 - Agedabia and Antela (6.00)
27 January 1942 - Agedabia and Antela (6.30)
30 January 1942 - Agedabia and Antela (5.25)
31 January 1942 - Agedabia and Antela (6.05)
1 February 1942 - Agedabia and Antela (6.15)
9 February 1942 - Martuba (5.40)
14 February 1942 - Benghazi (6.40)
25 February 1942 - Benghazi (8.00)
26 February 1942 - Benghazi (7.35)
2 March 1942 - Benghazi (6.55)
4 March 1942 - Benghazi (1.45)
6 March 1942 - Benghazi (7.05)
8 March 1942 - Pantelago Bay, Leros (7.25)
10 March 1942 - Benghazi (7.00)
13 March 1942 - Mekili (5.35)
* * * * *
1 May 1944 - St. Ghislain (4.25)
7 June 1944 - Acheres (4.45)
9 June 1944 - Le Mans (5.35)
14 June 1944 - St. Pol (3.45)
16 June 1944 - Sterkrade (4.55)
21 June 1944 - St. Martin l'Hortier (4.55, day)
23 June 1944 - Bientique (3.50)
24 June 1944 - Bamieres (3.45)
27 June 1944 - Foret d'Eawy (4.40)
5 July 1944 - Siracourt (3.45, day)
25 July 1944 - Stuttgart (9.35)
7 August 1944 - Caen (5.10)

RCAF Press Release No. 8249 dated 15 January 1945 from: Sergeant John Badger reads:

WITH RCAF BOMBER GROUP IN BRITAIN: -- Signals leader of the Moose Squadron until he was screened from further operational flying, Flight Lieutenant N. McConnachie, DFC, recently finished his second tour. The six-foot-two-inch redhead from 1412-11th Avenue West, Calgary, flew a first tour different in many ways to his second. He was a straight air-gunner in those days, and his place of business was the front turret of an RAF Wellington. The time was the second Libyan campaign. The work consisted mostly of strafing Rommel's tanks, motor transport and troops. Between tours, McConnachie re-mustered to wireless air-

gunner and left North Africa's torrid sands and his RAF squadron for the damp mists of England and the Moose Squadron. Instead of keeping a long watch behind a team of machine guns, he found himself toiling amid a mass of instruments deep in the innards of a big Canadian-built Lancaster.

The second tour proved even more exciting than the first. A dozen Luftwaffe fighters saw to that on different occasions where none had ever troubled his Wellington. Flak almost stood McConnachie's orange hair to attention once too. He was flying with Flight Lieutenant Jack Bell of Belleville, Ontario, that day, and it was Bell's first operational flight as captain. A burst of the explosive stuff over the target, Siracourt, in France, sent fragments literally all through the Lancaster. The riddled starboard inner engine was completely knocked out and every petrol tank holed, losing the crew about 300 gallons. Luckily not a man was hurt. With coolness worthy of an experienced man, Bell nursed the four-engined aircraft back to Britain despite the fuel shortage. The first aerodrome they saw proved to be an American glider field. As they slanted in to land, the port outer engine conked out and some of the wireless equipment stopped working but Bell brought his giant charge to earth safely. He has since finished his second tour.

Now, after all the excitement, McConnachie is as easygoing and good-humored as ever. All he wants is to return to his old job as a bank clerk.

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McCONNELL, F/O Donald James McKinney (J85568) - **Distinguished Flying Cross** - No.406 Squadron - Award effective 8 August 1945 as per **London Gazette** dated 17 August 1945 and AFRO 1507/45 dated 28 September 1945. Born 21 September 1920 at Sault Ste.Marie, Ontario; home there (clerk); enlisted in North Bay, Ontario, 5 May 1941 and posted to No.1 Manning Depot. To Trenton, 27 May 1941. To No.1 ITS, 15 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 1941; graduated and promoted Sergeant, 22 January 1942. To "Y" Depot, 23 January 1942; to RAF overseas, 9 February 1942. Promoted Flight Sergeant, 22 July 1942; promoted WO2, 22 January 1943; promoted WO1, 22 July 1943. Commissioned 23 March 1944. Promoted Flying Officer, 23 September 1944. Repatriated 14 May 1945; released 28 June 1945. DFC presented 20 August 1949. Died 9 July 1969 as per DVA letter of 7 August 1969. Photo PL-28860 (ex UK-9951 dated 27 April 1944) shows him alone. PL-33651 (ex-UK15933, 20 October 1944) shows F/O D.J. McConnell (pilot) on wing of Mosquito, F/O M.J. Kazakoff relaxing below. All victories with F/L M. Kazakoff, being as follows: **14/15 May 1944**, one He.177 probably destroyed plus one Ju.88 destroyed southeast of Channel Islands (Beaufighter ND221); **15/16 May 1944**, one He.177 destroyed over sea (Beaufighter ND221); **20/21 March 1945**, one Ju.88 damaged (Mosquito NT478, HU-R); **10/11 April 1945**, one unidentified enemy aircraft damaged (NT478, HU-R).

This officer has completed a very successful tour of operations. Many of his sorties have been completed at a low level and often in the face of most adverse weather. In May 1944, during an enemy attack on Plymouth, this officer destroyed at least one enemy aircraft. In March 1945, while on patrol over the Bremen area, Flying Officer McConnell intercepted an enemy fighter and damaged it before it could make contact with our bombers. He has at all times shown devotion to duty and courage of a high order.

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McCONNELL, F/O William Agar Sanderson (J28487) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 22 October 1922 in Toronto; home in Los Angeles, California (rancher); enlisted in Vancouver, 29 April 1942 and posted to No.3 Manning Depot. To No.4 ITS, 15 August 1942; graduated and promoted LAC, 23 October 1942 but not posted to No.19 EFTS until 21 November 1942; to No.10 SFTS, 23 January 1943; ceased training 24 February 1943 and posted to No.2 Manning Depot; to No.7 BGS, 19 March 1943; graduated 11 June 1943 posted next day to No.1 AOS; graduated and commissioned 23 July 1943. To "Y" Depot, 6 August 1943. Date of transfer overseas uncertain. Repatriated 23 March 1945. To Western Air Command, 3 April 1945. To No.5 OTU, 10 May 1945. To Release Centre, 28 July 1945. Retired 9 August 1945. DFC and Bar presented, 28 November 1946. Photo PL-35327 shows him. RCAF photo PL-42147 (ex UK-18983, dated 22 February 1945) is captioned as follows: "These Ontario airmen fly with a crack RCAF Lancaster squadron. Left is P/O C.A. Spearing, rear gunner, Hamilton, Ontario; on the right is F/O W.A. McConnell, navigator, DFC, Toronto, whose parents live in South Gate, California. They have been on more than 50 bombing trips together." No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9039 has recommendation dated 21 October 1944 when he had flown 41 sorties (170 hours 29 minutes). Appears to have been in same crew at F/O John G. Fultz.

* counted as 1/3 sortie

3 March 1944 - Nerlun (5.15, Nickle flight, not counted as a sortie)
22 March 1944 - Le Mans (5.05)*
2 June 1944 - Neufchatel (4.30)
5 June 1944 - Halbate (4.20)
6 June 1944 - Coutances (4.40)
7 June 1944 - Acheres (4.50)
9 June 1944 - Le Mans (5.25)
12 June 1944 - Cambrai (4.50)
14 June 1944 - St.Pol (4.25)
15 June 1944 - Boulogne (3.35)

16 June 1944 - Southeourt (4.00)
21 June 1944 - Neufchatel (4.05)
23 June 1944 - Bientque (3.55)
27 June 1944 - Foret d'Eaivy (3.50)
1 July 1944 - Biennais (4.40)
4 July 1944 - Biennais (3.45)
5 July 1944 - Biennais (3.45)
11 July 1944 - Thiverny (4.30)
15 July 1944 - Nucourt (4.45)
12 August 1944 - La Pallice (5.13)
14 August 1944 - TRACTABLE 22 (2.42)
18 August 1944 - Bremen (5.06)
25 August 1944 - Russelheim (6.53)
26 August 1944 - Kiel (5.43)
28 August 1944 - Fromental (2.17)
6 September 1944 - Emden (4.00)
8 September 1944 - Le Havre (2.34)
10 September 1944 - Le Havre 3 (2.30)
12 September 1944 - Wanne Eickel (3.22)
15 September 1944 - Kiel (5.16)
17 September 1944 - Biggerkerke (1.54)
17 September 1944 - Boulogne (1.53)
20 September 1944 - Calais (2.14)
23 September 1944 - Domburg (1.56)
25 September 1944 - Calais (1.55)
26 September 1944 - Cap Gris Nez (1.42)
27 September 1944 - Bottrop (3.16)
28 September 1944 - Cap Gris Nez (2.12)
30 September 1944 - Bottrop (3.23)
5 October 1944 - Saarbrucken (4.50)
6 October 1944 - Dortmund (4.47)
11 October 1944 - Fort Fredrick Hendrick (2.17)
14 October 1944 - Duisburg (3.19)

Flying Officer McConnell is a highly efficient Bomb Aimer in a crew now on their second tour of operations. he has participated in attacks on such heavily defended enemy areas as Russelheim, Bremen and Duisburg. The crew of which he is a member has on many occasions been detailed for duty in the role of Deputy Master Bomber. In spite of the highly dangerous work on which he has been employed, this officer has not faltered, carrying out his duties in a cool and efficient manner. The dogged determination and fine fighting spirit he invariably displays has had an inspiring effect on fellow crew members. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

McCONNELL, F/L William Agar Sanderson, DFC (J28487) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945.

Flight Lieutenant McConnell has completed his second tour of operations as bomb aimer and has proved himself to be a reliable and skilful member of aircrew. He has always displayed admirable keenness to operate against the enemy, high courage and unfailing devotion to duty both in the air and on the ground. His work has always been of an extremely high standard.

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McCORMACK, F/L John Edward (J6136) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 31 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO 232/43 dated 12 February 1943. Born 6 July 1917 in Estevan, Saskatchewan. Home there. Educated there, 1923 to 1934 and University of Saskatchewan, 1934-1938. Student-at-law in Estevan, 1938-1940. Enlisted in Regina, 28 June 1940. To No.1 ITS, 22 July 1940. Promoted LAC, 14 October 1940 and posted to No.9 EFTS. Ceased training 11 November 1940. To No.5 AOS, 31 January 1941. To No.4 BGS, 26 April 1941. To No.1 ANS, 7 June 1941; promoted Sergeant 9 June 1941; commissioned 8 July 1941 and posted to Embarkation Depot; to RAF overseas, 31 July 1941. To No.22 OTU, 15 September 1941. To No.101 Squadron, 17 December 1941. However, a form he filed on repatriation states he went to No.40 Squadron and flew with them (no mention of No.101 Squadron) To No.419 Squadron, 17 January 1942. Attached to No.75 Squadron, 3-14 February 1942. Promoted Flying Officer, 8 July 1942. Promoted Flight Lieutenant, 1 September 1942. Attached to No.10 AS (whatever that is), Manby, 18 April to 14 May 1943. Promoted Squadron Leader, 19 May 1943 on posting to No.1666 Conversion Unit. To Repatriation Depot, 23 May 1944. Embarked for Canada, 14 June 1944. To No.5 OTU, 28 July 1944 for position of "Synthetic Training Officer". To No.6 Release Centre, 24 July 1945. Released 3 August 1945. Practiced Law in Estevan. Elected to the Saskatchewan Legislature, 1948 as member for Souris-Estevan. Died in Regina, 14 March 1953 following an automobile accident as per **Legionary** of May 1953. RCAF photo PL-4510 (ex UK-246) shows him pointing to insignia on aircraft. Photo PL-15871 (ex UK-4019 dated 14 May 1943) shows F/L J.E. McCormick [sic] and F/O E.B. Cozens at Buckingham Palace after investiture. Photo PL-25088 shows him. RCAF photo PL-25095 shows (left to right) F/L J.R. Price, DFC (Indian Head, Saskatchewan), F/O R.A. Henry, DFC (Toronto), P/O C.T. Butler, DFM (North River, Prince Edward Island), P/O D.W. Storms, DFM (Emerson, Manitoba), standing left to right are F/O H.P. Higgins, Croix de Guerre (Verdun, Quebec), W/C W.A. McKay, DFC (Vancouver), F/L J.E. McCormack, DFC, AFC (Estevan), F/O L.M. McKinnon, DFM (Revelstock). DFC presented at Buckingham Palace, 11 May 1943; AFC presented in Canada, 22 April 1950. Reported in May 1944 to have flown 490 hours of which 179 were operational (31 sorties).

This officer has participated in numerous sorties including the attacks on Cologne and Bremen when 1,000 of our bombers operated. He also took part in an attack on the Renault Works and Gennevilliers near Paris. He is a highly skilled navigator bomb-aimer whose courageous and determined example has inspired confidence in others.

McCORMACK, S/L John Edward, DFC (J6136) - **Air Force Cross** - No.1664 Conversion Unit (AFRO gives unit only as "Overseas"). - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. No citation in AFRO or biographical file. DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation dated 25 January 1944.

This officer has been Chief Ground Instructor of 1664 Heavy Conversion Unit during the difficult period of its formation and growth to a full-sized organization. His consistent cheerful devotion to duty and his extremely efficient organizing ability have smoothed out all the obstacles which arose as the unit grew. His long hours of extra work, and the inspiration given all who served under him, through his leadership have been invaluable to his Commanding Officer. This officer is highly recommended for the Air Force Cross as, though Chief Ground Instructor he has on numerous occasions followed his instruction through in the air, constantly searching for means of improving his ground instruction. He is a leader in all that he undertakes and is active in station activities. Through his initiative and untiring efforts Squadron Leader McCormack has proven that his work is far beyond the normal course of duty and he is highly recommended for the award of the Air Force Cross.

Public Records Office Air 2/9004 has refined citation, noting that he had flown 350 non-operational hours, of which 25 were in six months previous to recommendation.

This officer has been Chief Ground Instructor at the unit during the difficult period of its formation and its growth to a full-sized organization. He has shown constant devotion to duty and his extremely efficient organizing ability has smoothed out all the obstacles which arose as the unit grew. He has on numerous occasions followed his instruction through in the air, constantly searching for means with which to improve his ground instruction. Squadron Leader McCormack is a fine leader and has contributed much to the successful operations of the Conversion Unit.

Training: Interviewed 28 June 1940 in Regina: "This is an outstanding candidate in every way. Highly recommended."

Course at No.1 ITS was 22 July to 14 September 1940. Courses in Mathematics (89/100), Armament, practical and oral (74/100), Drill (80/100), Law and Discipline (96/100). Placed 64th

in a class of 139. "First class material for pilot or observer. Fine type." (S/L B.M. Harrop, 3 October 1940).

Course at No.5 AOS was 3 March to 28 April 1941. Flew in Anson aircraft (26.00 day as first navigator, 22.00 day as second navigator; 4.10 night as first navigator, 3.00 night as second navigator). Ground school courses in DR Plotting (95/150), DR and DF/WT (136/200), Compasses and Instruments (120/150), Signals (98/100), Maps and Charts (72/100), Meteorology (59/100), Photography (87/100), Reconnaissance (60/100). Placed 15th in a class of 42. "Attentive and conscientious in ground work."

Course at No.4 BGS was 28 April to 6 June 1941. Flew in Fairey Battles - 18.10 bombing and 7.20 gunnery (all by day). Gunnery results remarkable - 8.25 percent in Beam Test, 10.75 percent in Beam Relative Speed Test, 2.5 percent in Under-Tail Test. Examined in Bombing, practical (115/150), Bombing, written (130/150), Gunnery, written (82/100), and Gunnery, practical (77/100). "A hard working airman, studious in class and very enthusiastic in practical exercises. Very excellent type, commission material." (W/C W.D. Van Vleet, 6 June 1941).

Course at No.1 ANS was 9 June to 7 July 1941. Flew 9.50 day as first navigator, 6.20 day as second navigator, 9.10 night as first navigator, 6.20 at night as second navigator. Ground courses in Astro Navigation, Plotting (93/150) and Astro Navigation, Written (76/100). "Average; should have done better given his university training."

Assessments: "This officer has been exceptional in all respects. Any job he is given will be completed promptly. Definitely stands out amongst his fellows." (W/C M.M. Fleming, No.419 Squadron, 20 June 1943). He was then credited with 467 hours (20 flown in previous six months).

Report dated 22 May 1944 when he was Chief Ground Instructor, No.1664 Conversion Unit and covering period 19 May 1943 to 22 May 1944. Reported to have flown 486 hours ten minutes (16.45 in previous six months). "Duties as CGI, 1664 HCU discharged most efficiently. S/L McCormack displayed good executive and administrative ability in the organization of the instructional section." (G/C E.L. Wurtelle).

"S/L McCormack is employed at this unit as Officer i/c Synthetic Training. He was posted to the unit knowing little or nothing of this phase of work, but he has learnt his job rapidly and been a great asset to the unit. He is considered a very reliable officer." (S/L W. Grierson-Jackson, No.5 OTU, Boundary Bay, 24 November 1944).

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McCORMACK, Sergeant Thomas (R171124) - **British Empire Medal** - No.10 EFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 30 December 1912. Enlisted in Montreal, 9 June 1942 as "Tradesman" and posted to

No.1 Manning Depot. To Mountain View, 19 September 1942 when reclassified in Armament. Promoted AC1, 6 November 1942. Promoted LAC, 6 February 1943. Promoted Corporal, 13 March 1943. To No.9 BGS, 15 March 1943. To "H", 19 June 1943. To No.10 AOS, 10 July 1943. To No.10 EFTS, 15 May 1944. Promoted Sergeant, 30 May 1944. To Air Armament School, 11 September 1945. To Release Centre, 9 January 1946. Retired 12 January 1946. Medal presented 24 April 1948.

This non-commissioned officer has done outstanding work as an instructor in Armament and Aircraft Recognition. He has displayed all the qualities of an exceptional non-commissioned officer in leadership, co-operation and general building up of morale and esprit de corps. Sergeant McCormack at all times has performed duties over and above what is normally expected and [has] been an example to his fellow instructors.

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McCORMICK, G/C Gerald Emmett (C869) - **Officer, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/45 dated 5 July 1946. Born 19 June 1912. Home in Vankleek Hill, Ontario; enlisted 4 July 1938 as a Provisional Pilot Officer (Non-Flying List). Promoted Squadron Leader, 1 December 1940. At AFHQ as of 13 June 1941. Promoted Wing Commander, 1 July 1942. To "Y" Depot, 8 March 1943; to RCAF Overseas Headquarters, 10 March 1943. Promoted Group Captain, 1 November 1943. Supply Officer; employed overseas, 1943-1946 as Director of Equipment, RCAF Overseas Headquarters. Repatriated 22 July 1946. To AFHQ, 31 July 1946. Retained rank of Group Captain as of 1 October 1946. Employed postwar at Canadian Joint Staff (Washington) and Air Material Command Headquarters. Awarded Queen's Coronation Medal, 23 October 1953 while Group Captain commanding 30 Air Material Base. Died in Ottawa, 29 December 2004. Governor General's Records (RG.7 Group 26, Volume 60, File 190-I, dossier 9) has citation.

Through the outstanding efforts of Group Captain McCormick, who has been Director of Equipment overseas for over three years, the Royal Canadian Air Force Overseas has been well provided with the latest and best equipment. This equipment has largely had to be obtained through Air Ministry sources. He has always been firm in purpose and has maintained throughout the goodwill and co-operation of Air Ministry. His organizing ability and foresight have been responsible to a great extent for the efficiency of the movement to Canada of squadrons and squadron equipment, and for the efficient closing down of Royal Canadian Air Force formations since the cessation of hostilities. He has earned by his keenness and fair judgement, which has always been in the best interests of the service, the respect and confidence of all those with whom he came in contact.

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McCORMICK, F/O John Gibney (J9690) - **Mention in Despatches** - No.172 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Kelvington, Manitoba, 5 January 1921. Home in Flin Flon, Manitoba (concentrator apprentice, Hudson Bay Mining and Smelting, 1937 to 1941); enlisted there 7 April 1941. To No.2 Manning Depot, 28 May 1941. To No.11 Equipment Depot, 19 June 1941. To No.2 ITS, 14 July 1941; graduated and promoted LAC, 15 August 1941 but not posted to No.11 EFTS until 19 August 1941; graduated 9 October 1941 when posted to No.11 SFTS; graduated and commissioned 2 January 1942. Posted to Central Flying School, Trenton, 18 January 1942; to No.1 ANS, Rivers, 27 March 1942; to No.1 GRS, Summerside, 8 August 1942. To "Y" Depot, Halifax, 25 October 1942. Arrived in UK, 5 November 1942. To No.3 (C) OTU on 1 December 1942. To No.172 Squadron, 20 January 1943. Killed in action, 24 July 1943 (Wellington MP514 "Q"; he was second pilot; the captain was 116788 F/O .H. Jennings, RAF). The only survivor, Flight Sergeant A.A. Turner (RAF, rear gunner) gave the following statement:

While on patrol the aircraft broke cloud and a U-Boat was seen on the surface which the Captain announced looked as if it was going to fight it out. The Captain decided to go straight in to attack and did so in a dive coming down to 100 feet. When 1,000 yards from the U-Boat he saw pieces of fuselage being shot away by the anti-aircraft fire from the U-Boat. The attack was pressed home, however and his only recollection is of an explosion in the aircraft. The next thing he knew was being under water and kicking away something with his feet. He then came to the surface. Having reached the dinghy which was upside down he clambered on and saw the U-Boat with its crew on deck. He saw some wreckage of the aircraft and one body. The U-Boat was circling slowly and had black smoke pouring from the stern. He removed his coat and Mae West to wave at the U-Boat but it was apparently out of control and came no nearer. Shortly afterwards another aircraft made an attack on the U-Boat after which no more was seen of it. Nine hours later he was picked up by a destroyer and put ashore.

The action took place at about 1715 hours. Q/172 had been at 1,000 feet in cloud and made radar contact at six miles to starboard. The aircraft broke cloud five miles from the target. The second aircraft attacking was V/547.

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McCOWAN, Corporal William (R59185) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 29 January 1898. Home in Winnipeg; enlisted there 10 June 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 31 July 1940. Promoted AC1, 1 January 1941; gto No.6 SFTS, 3 January 1941. Promoted LAC, 1 July 1941. To "K", 13 November 1941. To "Y" Depot, 9 March 1942; to RAF overseas, 26 March 1942. Promoted Corporal, 1 July 1942. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945; to Greenwood, 31 July

1945. To Halifax, 6 September 1945. Retired 10 September 1945. Died in West Kildonan, Manitoba, 9 September 1950. No citation in AFRO.

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McCOY, F/L Daniel Albert (J35656) - **Croix de Guerre with Silver Star (France)** - No.432 Squadron - Award as per **Canada Gazette** dated 20 September 1947 and AFRO 485/47 dated 12 September 1947. Born 15 August 1910. Enlisted in Trail, British Columbia, 14 November 1942. To No.3 Manning Depot, 8 March 1943. To No.10 SFTS (guard duty), 16 April 1943. To No.2 Pre-Aircrew Education Unit, 16 May 1943; to No.2 Air Gunner Ground Training School, 25 June 1943; promoted LAC, 7 August 1943 and 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 28 October 1944. To Patricia Bay, 10 January 1945. To Tofino, 14 May 1945. To Western Air Command Headquarters, 25 September 1945. Retired 7 December 1945. Died 16 March 1995 in Edmonton as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of August 1995. DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation for a Military Cross, dated 1 December 1944. He had flown 14 sorties (89 hours 10 minutes), 14 January to 26 April 1944. Text is as follows:

This officer was a member of a crew which successfully bombed the marshalling yards at Montsen on the night of 27th April 1944. After leaving the target area he was ordered to abandon aircraft as a result of an enemy fighter attack. Although injured on landing, showing strong fortitude and exceptional resourcefulness, he evaded capture and obtained civilian clothing with the aid of patriots. On finding return to England to continue his operational flying was not possible, with outstanding tenacity of purpose and commendable sense of duty he learned to speak their language and joined a section of the patriot army. Flying Officer McCoy set such a fine example of sustained courage and unusual initiative in organizing, in obtaining supplies and recruits, and in executing raids against the enemy that he was made assistant to the Commanding Officer and later took temporary command of the unit. He took part in many acts of sabotage and raids against the enemy, inflicting numerous casualties and impeding their movements. On the approach of the Allied Army, with complete disregard for personal danger, he contacted them and supplied valuable information concerning German troop concentrations, and with praiseworthy determination rejoined the patriot unit and fearlessly engaged in taking as prisoners a large number of German troops concentrated in a wood. For such gallant, outstanding and distinguished service in action on the ground, this officer is strongly recommended for the award of the Military Cross (Immediate).

His sortie list was as follows:

14 January 1944 - Brunswick (6.05)
20 January 1944 - Berlin (7.15)
21 January 1944 - Neagelberg (6.55)
24 February 1944 - Schweinfurt (8.25)
1 March 1944 - Stuttgart (8.00)
6 March 1944 - Trappes (4.25)
15 March 1944 - Stuttgart (7.30)
18 March 1944 - Frankfurt (5.45)
22 March 1944 - Frankfurt (5.50)
26 March 1944 - Essen (5.05)
30 March 1944 - Nuremberg (7.15)
9 April 1944 - Paris (5.15)
24 April 1944 - Karlsruhe (6.25)
26 April 1944 - Essen (5.00)

The website "Lost Bombers" describes his last sortie. Halifax LX592, No.432 Squadron (QO-A), target Montzen, 27/28 April 1944. The aircraft was delivered to the unit between 1 February and 8 February 1944. LW592 was one of three No.432 Squadron Halifaxes lost on this operation; the others were LK807 and MZ588. Airborne at 2341 hours, 27 April 1944 from East Moor, tasked to bomb the railway yards. Cause of loss not established. Crashed near the hamlet of Sur-les-Bois (Liege), 3 km NW of Engis on the north bank of the Meuse, 12 km SW from the centre of Liege. Crew were P/O H.H.Whaley, RCAF (evaded), Sergeant A.C.Phillips (POW), F/O J.W.Burrows, RCAF (killed), Flight Sergeant K.J.Doyle, RCAF (evaded), P/O D.C. MacDonald, RCAF (evaded), P/O D.A. McCoy, RCAF (evaded), P/O P.E. Driver, RCAF (killed).

External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Flying Officer McCoy while in France aided the "Underground" in many of their efforts against enemy positions. He also engaged in intelligence work for the Maquis.

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McCOY, FS David John (R98555) - **Distinguished Flying Medal** - No.78 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 14 May 1943 and AFRO 1078/43 dated 11 June 1943. Born Carruthers, Saskatchewan, 16 May 1920; home there; enlisted in Saskatoon, 14 March 1941 and posted to No.2 Manning Depot, Brandon. To No.10 Repair Depot, Calgary, 30 April 1941. To No.2 WS, Calgary, 21 July 1941. Promoted LAC, 18 August 1941. Posted to Composite Training School, Trenton, 23 January 1942; to No.4 BGS, Fingal, 15 March 1942; graduated and promoted Sergeant, 13 April 1942. Posted to "Y" Depot. To RAF Trainee Pool, 8 May 1942. Disembarked in Britain, 21 May 1942. To No.7 AGS, 6 July 1942; to No.23 OTU,

28 July 1942; to No.1652 Conversion Unit, 28 September 1942. To No.78 Squadron, 12 October 1942. Promoted Flight Sergeant, 3 January 1943. To No.22 OTU, 3 April 1943. Promoted WO2, 13 April 1943. Promoted WO1, 13 October 1943. To Canada, 10 May 1944 for special leave, arriving 18 May 1944. Embarked for United Kingdom again, 18 July 1944. To No.427 Squadron, 16 August 1944. Commissioned 11 October 1944 (J91185). Repatriated 22 December 1944. Retired 21 March 1945. Rejoined RCAF in Saskatoon, 23 December 1947 (27359) in Armament Technician with No.9406 Support Unit and rank of LAC. To Air Armament School, Trenton, 6 January 1948. ; to Winter Experimental Flight, Edmonton, 21 September 1948. To AFHQ, Ottawa, 15 April 1951. To Air Material Command Headquarters, Ottawa, 21 April 1951. Promoted Corporal, 1 August 1951. To CEPE, Namao, 8 April 1953. To Canadian Joint Air Training Centre, Rivers, 2 May 1954. Promoted Sergeant, 1 October 1954. To Station Winnipeg, 6 July 1959. To CEPE Detachment, Cold Lake, 15 January 1961. To Station Headquarters, Cold Lake, 6 December 1963; To No.4 (Fighter) Wing, 17 October 1964. To Canada again, 1968 and posted to Val D'or, 22 August 1968. Retired 7 February 1970 in Summerland, British Columbia. Died at Summerland, British Columbia, 23 July 1993 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November 1990. Presented at Buckingham, Palace, 12 October 1943. Photo PL-19709 shows the following personnel after investiture at Buckingham Palace: P/O D.R. Pearce, DFM (Edmonton), P/O E.C. Stewart, DFM (Camrose, Alberta), FS D.J. McCoy, DFM (Napanee, Ontario), P/O R.A. Shannon, DFM (Winnipeg), and P/O F.R. Zulauf (Milverton). Photo PL-19711 shows a group of Western Canadian personnel attending Buckingham Palace investiture - F/L E.H. Thomas (New Westminster), Warrant Officer E.A. Taylor (Vancouver), P/O R.A. Shannon (Winnipeg), P/O E.C. Stewart (Camrose, Alberta), F/O D.R. Pearce (Edmonton), Warrant Officer W.G. Evan (Makinak, Manitoba, who accompanied Pearce) and FS D.J. McCoy (Carruthers, Saskatchewan). Photo PL-19712 taken 5 November 1943 shows the following after investiture at Buckingham Palace: **Front Row** Warrant Officer W.G. Evan of Makinak, Manitoba (no award but accompanying friends), FS H.J. O'Connor DFM of Napanee, Sergeant D.V. Smith DFM of Toronto, Warrant Officer E.A. Taylor DFM of Vancouver, FS D.J. McCoy DFM of Carruthers, Saskatchewan, P/O F.R. Zulauf DFM of Milverton, Ontario; **Back Row**: P/O R.B. Charters DFM of Brampton, Ontario, P/O E.H. Thomas DFM of New Westminster, P/O R. Dorland DFM of Islington, Ontario, F/L C.D. Perkins DFC of Fonthill, Ontario, P/O D.R. Pearce DFM of Edmonton, P/O E.C. Stewart DFM of Camrose, Alberta, and P/O R.A. Shannon DFM of Winnipeg. PL-19713 shows FS D.J. McCoy (left) with P/O E.C. Stewart. RCAF photo PL-2486 shows him on late-war leave in Canada. RCAF photo PL-40232 (ex UK-15807 dated 16 October 1944) shows four gunners of No.427 Squadron grouped around a fireplace following a raid on Bochum. Left to right they are F/O J.R. Thackeray (Regina), F/O Hugh MacGregor (Kitscoty, Alberta), F/O C.E. Monty (Montreal, on second tour) and Warrant Officer D.J. McCoy, DFM (Carruthers, Saskatchewan, on second tour).

As air gunner, Flight Sergeant McCoy has taken part in many operational sorties, always showing the utmost courage in the face of the enemy. Recently he has flown on operations to Berlin and the Ruhr. This airman's fine fighting spirit has inspired the other members of his squadron.

NOTE: Public Record Office Air 2/8950 has original recommendation dated 21 March 1943 when he had flown 30 sorties (215 hours 27 minutes); the document is unusually detailed:

13 September 1942 - Bremen (5.45)
16 September 1942 - Essen (5.55)
15 October 1942 - Cologne (6.21) - No results observed
7 November 1942 - Genoa (10.00) - Glow of fires in town; ditched on return; picked up after four hours in North Sea.
18 November 1942 - Turin (9.18) - Bombs dropped on target.
20 November 1942 - Turin (8.55) - Fires observed 80 miles on return journey.
22 November 1942 - Stuttgart (9.50) - Bombs fell in town.
28 November 1942 - Turin (8.32) - Bombs exploded southwest of aiming point.
6 December 1942 - Mannheim (7.26)
8 December 1942 - GARDENING (4.43) - Parachutes seen to open.
11 December 1942 - Turin (8.50) - Many fires seen.
20 December 1942 - Duisburg (5.38) - Bombs fell north of docks.
9 January 1943 - GARDENING (6.00) - Parachutes seen to open.
14 January 1943 - Lorient (6.35) - Large conflagrations in target area.
15 January 1943 - Lorient (5.37) - Fire seen from French coast on return.
17 January 1943 - Berlin (8.12) - Incendiaries seen alight in built-up areas.
27 January 1943 - Dusseldorf (5.40)
2 February 1943 - Cologne (5.44) - Bombs exploded in target area.
4 February 1943 - Turin (8.40) - Fires gaining hold in built up area.
7 February 1943 - Lorient (5.10) - Number of fires seen in target area.
11 February 1943 - Wilhelmshaven (5.36) - Intense glow seen through clouds.
13 February 1943 - Lorient (6.12) - Bombs fell in docks.
14 February 1943 - Cologne (5.04) - Glow of fires in target area.
18 February 1943 - Wilhelmshaven (5.15) - High explosives seen bursting in target area.
19 February 1943 - Wilhelmshaven (4.57) - Fairly concentrated incendiaries and glow seen under clouds in target area.
25 February 1943 - Nuremburg (9.25) - Good concentrations of high explosives; successful raid.
28 February 1943 - St.Nazaire (7.28) - Many fires seen.
1 March 1943 - Berlin (8.26) - Many fires covered whole area.
5 March 1943 - Essen (5.54) - Many fires; successful.
9 March 1943 - Munich (8.49) - Very large explosion in target area.

This air gunner has now completed 30 sorties and even now is very loathe to leave the squadron. He has carried out his duties diligently and at all times [has] shown the greatest pluck in the face of the enemy. Although his tour began with the

comparatively less heavily defended targets in northern Italy, they have gradually worked up in a crescendo culminating in attacks on Berlin and the Ruhr.

Notes: On repatriation to Canada, December 1944, he stated he had flown on a total of 52 sorties (310 operational hours), his last sortie being on 2 November 1944. He also mentioned one ditching (that of 7 November 1942). Non-operational hours overseas had been 605.

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McCRACKEN, F/O Gordon (J19000) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 11 February 1923 in Motherwell, Scotland; home in Toronto; enlisted there 11 September 1941. To No.1 Manning Depot, 13 October 1941. To No.2 Personnel Holding Unit, 17 January 1942; to No.13 Explosive Depot, 10 April 1942. To No.1 WS, 25 April 1942; promoted LAC, 27 May 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. Commissioned 16 October 1943. Promoted Flying Officer, 16 April 1944. Repatriated 22 October 1944; to No.4 BGS, 27 November 1944; to No.9 BGS, 13 February 1945. To "Y" Depot, 6 April 1945; to RAF overseas, 1 May 1945. Died 15 July 1945 (accidental). 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 24 July 1944 when he had flown 34 sorties (223 hours 43 minutes), 2 August 1943 to 2 June 1944.

As mid-upper air gunner, Pilot Officer McCracken has completed one tour of operations during which he has attacked Berlin, Ludwigshaven, Frankfurt and other targets in Germany and France, and also carried out minelaying 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 direction enabled the captain to take the proper evasive action and so avoid attack and possible damage by enemy night fighters.

For reliability and keenness, and for the completion of a very satisfactory tour of operations, I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

2 August 1943 - Hamburg (6.10)
27 August 1943 - Nuremberg (9.05)
30 August 1943 - Munchen-Gladbach (5.25)
31 August 1943 - Berlin (9.25)
5 September 1943 - Mannheim (7.50)

15 September 1943 - Mont Lucon (7.50)
18 November 1943 - Mannheim (8.10)
19 November 1943 - Leverkusen (6.30)
22 November 1943 - Berlin (4.50, duty not carried out)
25 November 1943 - Frankfurt (5.50, duty not carried out)
26 November 1943 - Stuttgart (7.40)
20 January 1944 - Berlin (6.55)
15 February 1944 - Berlin (6.35, duty not carried out)
19 February 1944 - Leipzig (8.15)
21 February 1944 - Gardening (6.40)
24 February 1944 - Gardening (5.55)
2 March 1944 - Meulon (5.50)
22 March 1944 - Gardening (6.40)
26 March 1944 - Coutraï (5.00)
29 March 1944 - Paris (5.55)
10 April 1944 - Ghent (1.05, duty not carried out)
13 April 1944 - Gardening (4.15)
17 April 1944 - Gardening (5.50)
18 April 1944 - Gardening (7.10)
20 April 1944 - Lens (5.15)
22 April 1944 - Laon (5.50)
23 April 1944 - Gardening (6.20)
3 May 1944 - Gardening (6.20)
5 May 1944 - Gardening (5.05)
9 May 1944 - Gardening (5.00)
10 May 1944 - Ghent (4.50)
12 May 1944 - Gardening (3.55)
21 May 1944 - Gardening (5.05)
23 May 1944 - Gardening (4.10)
27 May 1944 - Gardening (4.40)
31 May 1944 - Boulogne (3.50)
1 June 1944 - Gardening (4.15)
2 June 1944 - Gardening (4.35)

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McCRAE, F/L Jack Stansbury (C15018) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 20 September 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943. Born in Winnipeg, 30 August 1918; home there; enlisted there 4 November 1937 (RCAF Auxiliary). As of 4 December 1939 he was a Master Motor Transport Mechanic and as of 16 December 1939 he was with No.110 (Army Cooperation) Squadron, going overseas with them. Promoted LAC, 1 May 1940 and classified as Air Gunner. Promoted Sergeant, 7 August 1940. Promoted Sergeant, 7 September 1940. Commissioned 28 August

1941. Promoted Flying Officer and Flight Lieutenant, 28 August 1942. Repatriated 28 December 1943. To No.4 ITS, 12 February 1944. To No.5 EFTS, 15 May 1944. To No.2 BGS, 15 July 1944. To No.3 BGS, 14 December 1944. To No.23 EFTS, 6 January 1945; to No.18 SFTS, 31 March 1945. Classified as pilot, 17 August 1945. To No.2 Flying Training School, 28 October 1945. To Central Flying School, 7 December 1945; to No.5 Release Centre, 27 February 1946; retired 6 March 1946. . DFC presented 30 October 1948.

Many of the sorties completed by this officer have been over main targets in Germany in the face of the most intense opposition. As gunnery leader he has set a high example to his men and his efforts have contributed much to the success attained by his squadron.

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/ms481.html> provides the following:

WELLINGTON MS481 DAMAGED BY FLAK, RETURNED TO TOPCLIFFE AIRFIELD.

This aircraft took off from Topcliffe airfield at 18.19hrs on 3rd March 1943 to undertake an operational flight to bomb Hamburg. The aircraft carried only one 4000lb bomb and this hung-up over the target. The aircraft returned to base with the bomb and landed safely at 00.55hrs on 4th March 1943 and the unit record book stated that it had received many flak holes. With this being a Wellington the holes were probably holes in the doped canvas and were easily repaired.

Pilot - Acting S/Ldr William Ezekiel Allison RAFVR (115784), of Greatham, Hartlepool, Co.Durham.

Navigator - Flight Sergeant D. R. P. Henderson.

Bomb Aimer - FS A. J. Irvine.

Wireless Operator - Sergeant Sidney Edward Finlayson RCAF (R/71000), of Broadview, Saskatchewan, Canada.

Air Gunner - F/Lt Jack Stansbury McCrae RCAF (C/15018), of Winnipeg, Manitoba, Canada.

Air Gunner - Flight Sergeant Ernest Arthur Spencer-Matthews RAFVR (751813).

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McCREA, S/L Frank Wakefield (C2782) - **Order of the White Lion, Class IV (Czechoslovakia)** - Award effective 5 October 1946 as per **Canada Gazette** of that date and AFRO 991/46 dated 18 October 1946. Born 18 June 1896. Enlisted as Administrative Officer, 27 September 1940. Promoted Flight Lieutenant, 1 September 1941. Promoted Squadron Leader, 1 November 1942. Appears to have served entirely in the Montreal area until retired, 19 December 1944. Re-engaged in Reserves, 3 August 1949 (121128) until at least 1954. Had earlier received Honourary Czechoslovak Wings (AFRO 185/43).

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McCREARY, W/C John Ferguson (C11164) - **Officer of the Order of Orange-Nassau with Swords (Netherlands)** - Overseas - Awarded as per **Canada Gazette** dated 12 October 1946 and AFRO 1059/46 dated 8 November 1946. Born in Eganville, Ontario, 22 January 1910. Educated in Sudbury, 1917-1928 and University of Toronto, 1928-1934. Interned in Toronto General Hospital, 1934-1936 and Hospital for Sick Children, 1936-1939; doing research, Harvard Medical School, 1939-1941; staff physician, Hospital for Sick Children, 1941-1942. Home in Toronto; enlisted there 16 March 1942 as a Medical Officer with rank of Flying Officer and on strength of No.1 ITS. To No.6 ITS, 6 April 1942. To No.1 ITS, 25 April 1942. Promoted Flight Lieutenant, 11 June 1942. To AFHQ, 9 June 1943. Promoted Squadron Leader, 1 August 1943. To "Y" Depot, 8 September 1944; to RCAF Overseas Headquarters, 11 September 1944. Promoted Wing Commander, 1 December 1944. Attached to No.52 Mobile Field Hospital, 18 January 1945 to 9 March 1945. Attached to Public Health Branch SHAEF, 4 April to 18 June 1945. Repatriated 27 June 1945. To No.1 Air Command, 30 June 1945. To AFHQ, 23 July 1945. Retired 11 October 1945. Transferred from Reserve to duties in Toronto in rank of Group Captain (205924), 15 September 1950 and retained as nutritional expert including Flight Feeding Team. As of 1953 he was working at Vancouver General Hospital. Died in Sechelt, British Columbia, 14 October 1979 as per British Columbia Vital Statistics. No formal citation other than:

In recognition of distinguished service in the name of the Allies.

Note: A memo dated 12 June 1945 on letterhead of Supreme Headquarters, Allied Expeditionary Force Mission (Netherlands) states: "The following named Officers and Other Ranks: W/C J.F. McCreary, RCAF, C11164, S/L H.D. Branion, RCAF, C5882, Warrant Officer J.R.F. Sauve, RCAF, R111318 and Corporal E.D. McRae, RCAF, R189088, attached to the Public Health Branch, G-5 SHAEF Mission (Netherlands), have served in nutrition surveys in Western Holland and were known as Spearhead Team 'A' in the First Canadian Corps Battle Order. The Group entered First Canadian Corps area 15 April 1945 at Arnhem, later stationed at Ede and entered into Western Holland (B.2 Area) 7 May 1945. The Group will have completed its tour of duty on or about 18 June 1945." Signed by a Brigadier (name looks like "Cazerne"), Head of G-5 SHAEF Mission (Netherlands).

Department of External Affairs file 19-CX-1-40 has a letter dated 16 January 1946 to which is attached a list of officers (including him) receiving Netherlands awards. "All these officers have, in many ways and in several capacities, cooperated with the Netherlands Military Administration (Civil Affairs) and have made themselves very useful in solving the difficult problems before which they were placed, to the benefit of the Netherlands."

It is difficult to ascertain the nature of his duties in Canada but they appear to have been directed to nutritional research and testing with the Institute of Aviation Medicine and perhaps other bodies, On 8 October 1942 a letter of Commendation from the Standing Committee on Nutrition declared:

His unremitting attention to details and great industry throughout the tests were in a large measure the reason for the success of the operation. He superintended Medical Examinations of troops before and after trial and acted as supervisor of rations and distribution officer in charge of records at the camp. (Andrew Hunter, Chairman, Standing Committee on Nutrition, University of Toronto.

An overseas assessment dated 11 December 1944 is further evidence of his work:

Is of outstanding character and ability and is one of the leading nutritionists in Canada. He has contributed a great deal to the service and is officer in charge, the Overseas Nutrition Unit. His promotion to rank of Acting Wing Commander under establishment vacancy is recommended, (G/C E.C. Noble, RCAF Overseas Headquarters).

On 30 January 1946, Dr. Noble (now Dr.E.C, Noble, OBE, MA, MB, MRCP), writing on the stationary of the National Life Assurance Company (London, Ontario) addressed a letter to the Minister of National Defence for Air respecting McCreary as follows:

Having recently returned to civil life after five and a half years in the service of the RCAF, during the latter portion of which I served as Director of Medical Service Overseas, I would the liberty of referring the following matter to you for consideration.

As one of the varied activities of the RCAF Medical Service Overseas considerable attention was given to the matter of nutrition and airmen's diets. To this end the RCAF Nutrition Unit was organized and despatched overseas under the Command of Wing Commander W.J. McCreary. Under my organization an

extensive survey of nutritional conditions and analyses of diets was conducted, first in No.6 Canadian Bomber Group and later, on the Continent, under No.83 Group. As the result of this work many changes and recommendations were effected in both living conditions and diet, and reacted very favourably on the general welfare and health of the RCAF personnel overseas.

Upon completion of this work I received a request from SHAEF Headquarters for the personal services of Wing Commander McCreary to head up a nutritional group composed of teams from Great Britain, United States and Holland. The function of this team was to visit all occupied towns in Holland and Germany immediately after their liberation to assess the type of nutritional disturbances existing amongst the population and to effect and direct the most efficient treatment. As the result of this work some very valuable information upon nutritional problems in general was obtained, not to mention the great benefits which were received by the Dutch people. In addition to the above activities, Wing Commander McCreary devoted the whole of his leave periods in England to work in connection with Dutch children who had been evacuated.

This officer is an exceptionally well trained and competent medical officer whose services were most highly regarded both in England and on the continent, and his efforts have reflected most favourably on the work of the RCAF Medical Service Overseas. He was recommended unsuccessfully for the MBE in the last honour list. I feel most strongly, as I did then, that the services of this officer were most deserving and should be suitably recognized by the RCAF and the award of the MBE in this regard is suggested.

There was nothing in his file to indicate an earlier submission for an MBE and Dr. Noble was advised that a recommendation would have to be raised by his Commanding Officer (who would have been Noble, now a civilian) and that one could not be commenced within AFHQ. Nevertheless, minutes on the letter showed that McCreary had already been recommended by the Dutch government for an award.

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McCRINDLE, F/O John (J19331) - **Distinguished Flying Cross** - No.514 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 133/46 dated 8 February 1946. Born 16 November 1914 in Miami, Manitoba; home there (painter). Former member of Royal Canadian Artillery; enlisted Winnipeg, 3 January 1941 and posted to No.2 Manning Depot. To No.7 AOS, 27 January 1941 (guard duty); to No.2 ITS, 5 March 1941; graduated and promoted LAC, 9 April 1941 when posted to No.14 EFTS; to No.11 SFTS, 8 June

1941; ceased training and posted elsewhere, 30 June 1941; to No.1 WS, 21 July 1941; to No.4 BGS, 6 December 1941; graduated and promoted Sergeant, 6 January 1942. Posted that date to "Y" Depot; to RAF, 23 January 1942; arrived in UK, 10 February 1942. Promoted Flight Sergeant, 6 July 1942. Further trained at No.14 OTU (2 June 1942) and No.1651 Conversion Flight (30 September 1942) before posting to No.15 Squadron (21 November 1942). Promoted WO2, 6 January 1943. Promoted WO1, 6 July 1943. PR Release 2063 dated 28 May 1943 said he had flown 24 operations, attacked by enemy night fighter once (returning from Dortmund), had twice raided Berlin and over Lorient had been coned and riddled by flak. Commissioned 4 October 1943. Repatriated 12 August 1945. Retired 13 September 1945. Medal sent by registered mail, 18 July 1955. Died in Winnipeg, 15 October 2006 as per **Legion Magazine** of May/June 2007. No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9112 has recommendation dated 19 May 1945 when he had flown 45 sorties (254 hours five minutes) over two tours. Second tour was clearly with crew that included F/O Paul Shaughnessy and F/O J.M.P. O'Brien; first tour closely resembles that of Shaughnessy.

First Tour

10 September 1942 - Dusseldorf (DNCO)
13 September 1942 - Bremen (5.35)
9 November 1942 - NICKELING (3.50)
17 December 1942 - GARDENING, Frisians (5.10)
8 January 1943 - GARDENING, Frisians (4.15)
15 January 1943 - GARDENING, Frisians (4.45)
17 January 1943 - GARDENING, Frisians (3.55)
7 February 1943 - Lorient (5.30)
11 February 1943 - GARDENING, Gironde (7.15)
13 February 1943 - Lorient (5.00)
14 February 1943 - Cologne (4.00)
19 February 1943 - Wilhelmshaven (5.10)
25 February 1943 - Nuremburg (6.55)
26 February 1943 - Cologne (4.00)
28 February 1943 - St.Nazaire (5.45)
1 March 1943 - Berlin (7.55)
3 March 1943 - Hamburg (DNCO)
5 March 1943 - Essen (4.45)
8 March 1943 - Nuremburg (7.55)
11 March 1943 - Stuttgart (1.20, DNCO)
22 March 1943 - St.Nazaire (2.55, DNCO)

27 March 1943 - Berlin (8.15)
29 March 1943 - Berlin (DNCO)
4 April 1943 - Kiel (6.35)
8 April 1943 - Duisburg (DNCO)
10 April 1943 - Frankfurt on Main (6.20)
16 April 1943 - Mannheim (6.55)
27 April 1943 - GARDENING, Gironde (6.30)
4 May 1943 - Dortmund (5.20)
23 May 1943 - Dortmund (4.35)
26 May 1943 - Dusseldorf (4.05)
29 May 1943 - Wuppertal (4.30)

Second Tour

4 December 1944 - Oberhausen (4.05)
5 December 1944 - Hamm (4.50)
6 December 1944 - Merseburg (7.50)
16 December 1944 - Siegen (5.25)
1 January 1945 - Vohwinkel (5.30)
7 January 1945 - Munich (7.35)
3 February 1945 - Dortmund (5.20)
8 February 1945 - Hohnbudburg (4.35)
13 February 1945 - Dresden (9.00)
14 February 1945 - Chemnitz (8.00)
16 February 1945 - Wesel (5.20)
23 February 1945 - Gelsenkirchen (6.00)
12 March 1945 - Dortmund (6.00)
27 March 1945 - Hamm (5.35)
4 April 1945 - Merseberg (8.30)
13 April 1945 - Kiel (6.05)
24 April 1945 - Badoldesloe (5.50)

This officer has now completed 45 sorties as a Wireless Operator in a heavy bomber aircraft. Most of these sorties have been against heavily defended targets in Germany and the occupied countries.

The aircraft in which Flying Officer McCrindle has been flying has on many occasions been hit by heavy anti-aircraft fire but he has never allowed this to interfere with his determination to carry out his duty to his utmost ability. He

has always remained keen and this together with his high standard of skill has been a very fine example to others.

It is strongly recommended therefore that this officer be awarded the Distinguished Flying Cross in recognition of his fine example and his continued devotion to duty.

In addition to the press release mentioned above, RCAF Press Release 1760 dated 9 May 1943 reads as follows:

London (RCAF News Service) - In the course of 24 operations as a wireless operator air gunner in a crack RAF Stirling squadron, Sergeant J. "Mac" McCrindle of Miami, Manitoba has only once been attacked by an enemy night fighter. That was after they had dropped their bombs and were returning from Dortmund.

The captain of the bomber, Flight Sergeant Arkinstall of the RAF, spotted a Junkers 88 and a second later bullets were smashing into the bomb bay and the bomb aimer's compartment. In the compartment was Flight Sergeant Shaughnesy of Montreal. He was not so much as scratched. The rear gunner, R.T. Bond, replied with three bursts and saw his tracers bouncing off the Junkers. At any rate, they were bothered no more by the fighter. Navigator in this Stirling was Flight Sergeant G. Vipond of Kapuskasing, Ontario.

Flight Sergeant McCrindle is most pleased over the first of his two raids on Berlin. He admits that there was nothing unusual about the operation, but just the fact "that it was Berlin" gave added zest to the trip.

Early in his operational career, his aircraft was coned in the searchlights at Lorient and was riddled with flak. The rear turret was damaged, the intercom put unserviceable and each member of the crew collected some flak souvenirs. Nobody was hurt.

He pays tribute to his English skipper for the way he flew the Stirling home from Cologne; another night, when one engine conked while coming out of the target. Icing in heavy clouds forced the bomber down to 5,000 feet, and then, over Ostend, when forced to take evasive action from anti-aircraft fire, they lost another 2,000 feet. The skipper made a good job of nursing the Stirling back on three engines and they landed safely.

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McCRRORY, P/O James Anthony (J87060) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44

dated 8 December 1944. Born in Montreal, 17 February 1915; home there; enlisted Montreal, 27 July 1942 and posted to No.5 Manning Depot. To No.9 BGS, 10 October 1942. Promoted LAC, 21 November 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 22 May 1944. Promoted Flying Officer, 22 November 1944. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To No.14 SFTS, 17 June 1945. To Release Centre, 8 August 1945; released 22 August 1945. 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). Presented 25 February 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 23 July 1944 when he had flown 29 sorties (186 hours), 7 October 1943 to 4 July 1944.

This air gunner has done twenty-nine trips, five of which have been on Berlin, and many others against heavily defended targets. Throughout his tour he has shown a fine offensive spirit and devotion to duty which are outstanding. His ability as a gunner is above average and his keenness on operations has contributed greatly to the success of the operations and the safety of the aircraft. He has earned the confidence of his captain and crew and this has contributed to their determination to press home their attacks.

The sortie list was as follows:

7 October 1943 - Stuttgart (7.10)
8 October 1943 - Hanover (4.45)
18 October 1943 - Hanover (5.55)
20 October 1943 - Leipzig (7.25)
22 October 1943 - Kassel (4.00, abortive sortie)
18 November 1943 - Berlin (2.40, returned early)
23 November 1943 - Berlin (6.35)
26 November 1943 - Berlin (3.05, abortive sortie)
5 January 1944 - Stettin (8.30)
14 January 1944 - Brunswick (5.15)
20 January 1944 - Berlin (7.30)
21 January 1944 - Magdeburg (6.30)
27 January 1944 - Berlin (8.15)
28 January 1944 - Berlin (7.30)
30 January 1944 - Berlin (6.45)
24 February 1944 - Schweinfurt (8.45)
25 February 1944 - Augsburg (7.50)
7 March 1944 - Le Mans (5.30)

15 March 1944 - Stuttgart (8.20)
18 March 1944 - Frankfurt (5.15)
26 March 1944 - Essen (5.15)
10 April 1944 - Laon (5.20)
24 April 1944 - Karlsruhe (6.25)
26 April 1944 - Essen (5.05)
19 May 1944 - Le Clipon (4.00)
24 May 1944 - Aachen (4.30)
7 June 1944 - Acheres (4.50)
10 June 1944 - Versailles (5.10)
15 June 1944 - Boulogne (4.00)
21 June 1944 - Oisemonte (4.05)
25 June 1944 - Gorenflos (3.50)
4 July 1944 - Villeneuve St. George (6.00)

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McCUAIG, F/L Donald Samuel (C29456) - **Mention in Despatches** - No.1666 HCU - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946.. Born 11 December 1914. Home in Ottawa. Enlisted in Kingston, 4 August 1936 as Airframe Mechanic. At Trenton as of 16 June 1937. Promoted Sergeant, 1 September 1939. To No.6 Repair Depot, 26 July 1940. To No.2 SFTS, 31 July 1940. Promoted Flight Sergeant, 15 October 1940. To No.10 SFTS, 17 February 1941. Promoted WO2, 1 June 1942. To No.17 SFTS, 6 March 1943. To Aero Engineer School, 21 April 1943. To No.5 Manning Depot, 16 July 1943. Commissioned 22 July 1943 with rank of Flying Officer. To No.10 FF (whatever that is), 31 July 1943. To No.1 Training Command, 10 August 1943. To No.6 Repair Depot, 30 March 1944. To "Y" Depot, Lachine, 16 June 1944. Promoted Flight Lieutenant, 1 December 1944. Reverted to WO2 in postwar RCAF, 1 October 1946 (9596). Commissioned 1 September 1951. Retired 21 June 1960. Recommendation for award stated he had served seven years 11 months in Canada; arrived in England 4 August 1944. Aero engineer, OC Daily Servicing Squadron. No citation in AFRO; recommendation found at DHist (181.002 D.225) dated 16 May 1945 as follows:

This officer has shown exceptional energy and ingenuity in organizing and running the daily servicing squadron of No.1666 Heavy Conversion Unit and has initiated many very useful ideas now in use here. He has upheld and maintained ideas he felt to be right against opposition and they have been proved and have added greatly to the overall efficiency and morale of the station.

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McCULLAGH, F/O Maurice Robert (J15747) - **Distinguished Flying Cross** - No.57 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born 15 April 1918 in Springwater, Saskatchewan; home Rocky Rapids,

Alberta; diesel tractor serviceman; enlisted Edmonton, 19 July 1940. To Trenton, 20 August 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 28 October 1940 although he had been posted to No.2 AOS as of 27 October 1940; to No.2 BGS, 19 January 1941; graduated and promoted Sergeant, 2 March 1941. Posted that date to No.1 ANS; may have graduated 8 April 1941 but next posting dated 10 April 1941 was to "CPR" - Ferry Command at Dorval. Posted overseas 19 May 1941. Taken in strength of No.3 PRC, 31 May 1941. To No.20 OTU, 1 June 1941. To No.218 Squadron, 18 August 1941. To No.104 Squadron, 1 October 1941. To No.218 Squadron again, 23 October 1941 but then posted that date to Middle East. Taken on strength of Middle East Command, 23 November 1941. To No.40 Squadron, October 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 June 1942; posted that date to No.21 OTU, Kinloss. Commissioned 25 July 1942; posted that date to No.19 OTU (instructor). Promoted Flying Officer, 25 January 1943. To No.57 Squadron, 22 February 1943. To No.24 Squadron, 26 July 1943. To No.1 OTU, 18 August 1943. Repatriated 13 September 1943. To No.4 ITS, 13 October 1943. To No.5 EFTS, 12 December 1943. Promoted Flight Lieutenant, 4 March 1944. To No.13 SFTS, 25 March 1944. To No.4 SFTS, 20 October 1944. To Patricia Bay, 6 December 1944. To No.7 BGS, 3 February 1945. Medal presented 14 February 1945. To Central Flying School, 1 March 1945. To No.3 SFTS, 16 June 1945. To Release Centre, 28 September 1945; retired 23 October 1945. Subsequently in postwar RCAF (98668) as Air Cadet Officer, No.733 RCAC Squadron, Drayton Valley, 22 April 1963 to 1 January 1971; Education Branch, Flight Lieutenant. Died in Drayton Valley, Alberta, 17 November, 1987 as per **Airforce Magazine** of April-May-June 1988 and **Legion Magazine** of February 1989.

Throughout the numerous operational sorties in which this officer has participated he has been consistently sound in his navigational duties. His accuracy and efficiency have been of unfailing assistance to his captain and even under the most adverse circumstances he has displayed outstanding qualities of cool and determined courage. Flying Officer McCullagh has operated successfully against Berlin, Spezia, Pilsen and Stettin and in eleven sorties over the Ruhr.

Notes: Application for Operational Wing submitted 18 September 1944 with following list of sorties:

No.218 Squadron (Wellingtons)

7 September 1941 - Berlin (8.00)
12 September 1941 - Frankfurt (6.25)
16 September 1941 - Karlsruhe (6.20)
19 September 1941 - Stettin (9.00)
29 September 1941 - Hamburg (6.40)

No.40 Squadron (Wellingtons)

23 October 1941 - Alcon-Malta (10.40)

31 October 1941 - Naples (5.15)
2 November 1941 - Castel Benito (3.50)
7 November 1941 - Brindisi (5.40)
11 November 1941 - Naples (5.00)
12 November 1941 - Naples (5.20)
14 November 1941 - Catalia (3.40)
19 November 1941 - Tripolot (5.20)
19 November 1941 - Tripoli (4.25)
21 November 1941 - enemy convoy (3.30)
22 November 1941 - Berca-Benghazi (6.40)
24 November 1941 - Benghazi (6.10)
27 November 1941 - Naples (5.15)
28 November 1941 - Benghazi (6.35)
5 December 1941 - Naples (5.55)
6 December 1941 - Naples (5.00)
9 December 1941 - Tripoli (4.30)
12 December 1941 - Patras, Greece (6.50)
14 December 1941 - Benghazi (6.45)
15 December 1941 - Taranto (5.40)
16 December 1941 - Brindisi (6.20)
24 December 1941 - Tripoli (3.30)
26 December 1941 - Tripoli (3.40)
27 December 1941 - Tripoli (4.20)
12 January 1942 - Tripoli (4.10)
26 January 1942 - Comiso (3.00)
27 January 1942 - Tripoli (4.00)
29 January 1942 - Mizurata (6.30)
31 January 1942 - Tripoli (3.40)
4 February 1942 - Tripoli (3.40)
7 February 1942 - Sirte (5.15)
12 February 1942 - Tripoli (3.40)
14 February 1942 - Catania (1.50)
21 February 1942 - Malta-Egypt (6.30)

End of first tour - 39 sorties - 210 hours 30 minutes

Second Tour (Lancasters, No.57 Squadron)

2 March 1943 - Gardening (8.50)
5 March 1943 - Essen (4.35)
9 March 1943 - Munich (8.00)
11 March 1943 - Stuttgart (7.10)
12 March 1943 - Essen (4.05)
26 March 1943 - Duisburg (5.00)

27 March 1943 - Berlin (7.05)
29 March 1943 - Berlin (7.25)
3 April 1943 - Essen (5.05)
4 April 1943 - Kiel (5.10)
8 April 1943 - Duisburg (5.15)
13 April 1943 - Le Spezia (9.45)
20 April 1943 - Stettin (7.30)
4 May 1943 - Dortmund (5.25)
12 May 1943 - Duisburg (4.10)
13 May 1943 - Pilsen (7.15)
23 May 1943 - Dortmund (5.00)
25 May 1943 - Dusseldorf (4.30)
29 May 1943 - Wuppertal (5.15)
11 June 1943 - Dusseldorf (5.00)
20 June 1943 - Friedrichshaven (10.00)
23 June 1943 - La Spezia (8.40)
8 July 1943 - Cologne (6.00)
12 July 1943 - Turin (10.10)

Assessments: "As an OTU instructor this officer at first worked well but later his zeal and energy diminished considerable; he showed little enthusiasm for his work and continually asked to be posted back to operations." (W/C L.E. Giles, No.19 OTU, 9 April 1943)

"As an operational navigator, this officer leaves nothing to be desired. He has worked very hard, and now having nearly finished his second tour, he has applied for a pilot's course. I have recommended this." (W/C C. Hopcroft, No.57 Squadron, 27 June 1943)

Training: Interviewed in Edmonton, 27 June 1940 at which time it was noted he had flown about six hours as a passenger. "Good solid type, quiet and inclined to be slow, works on his mother's farm."

Course at No.2 ITS was 1 September to 30 September 1940. Courses in Mathematics (79/100), Armament, practical and oral (70/100), Drill (56/100), Law and Discipline (92/100). Placed 16th in a class of 535. "Good average type - a little slow but probably thorough." (W/C J.H. Burden, 1 October 1940).

Course at No.2 AOS was 28 October 1940 to 17 January 1941. Flew in Lockheed aircraft (5.35 as first navigator, 5.30 as second navigator, all by day) and Anson (14.30 as first navigator and 15.55 as second navigator by day, 7.30 as first navigator and 1.55 as second navigator by night). Courses in DR Plotting (119/150), DR Written (104/150), Compasses and Instruments (90/150), DF/WT (80/100), Signals (25/50 and 42/50), Maps and Charts (68/100), Meteorology (77/100), Photography (79/100), Reconnaissance (78/100) and Drill (86/100). Placed 23rd in a class of 39; described as average.

Course at No.2 BGS was 20 January to 3 March 1941. All flying in Battle aircraft (nine hours bombing and two hours gunnery, all by day plus 2.45 as passenger). Average bombing error was 197 yards. Assessed on Bombing, written (114/150), Bombing, practical (108/150), Gunnery, written (74/100) and Gunnery, practical (89/100). Placed 16th in a class of 37. "Bombing results considered satisfactory in view of the following: inexperienced pilots, uncalibrated instruments, bomb aimer's forward vision restricted by Battle aircraft and targets difficult to see."

Course at No.1 ANS was 3 March to 31 March 1941. Anson aircraft - 6.30 as first navigator (day), 6.50 as second navigator (day), 10.00 as first navigator (night), 8.50 as second navigator (night). "Made good use of D/F and Astro." Ground training in Astro Navigation Plotting (107/150) and Astro Navigation Written (62/100). "Systematic. Good knowledge of methods." Placed 22nd in a class of 37.

Recommended 26 August 1943 for repatriation to Canada for pilot training as per his wishes. At No.4 ITS, 14 October to 26 November 1943. Courses in Aircraft Recognition (91/100), Armament (96/100), Principle of Flight (130/150), Engines (95/100), Law, Discipline, Administration and Organization (96/100), Mathematics (88/100), Meteorology (81/100), Navigation (122/150), and Signals (39/100 and 48/100). "Industrious, responsible, mature type of fair appearance. This officer appears quite intelligent and his two tours of operations do not appear to have affected him in any way. Appears keen to return to operations as a pilot."

Course at No.5 EFTS, 3 January to 10 March 1944. Flying tests in General Flying (342/450), Instrument Flying (195/250), Night Flying (70/100), Navigation (78/100), Link (73/100). Ground courses in Airmanship (225/300), Armament (177/200), Aircraft Recognition (100/100), Signals (marks unclear), Navigation (228/300). "Good average ground school, weak in Aldis. Inclined to be lazy. Above average as a pilot, keen on flying - very steady at controls - instrument flying generally very smooth and accurate - works hard." Had flown Cornell aircraft (7.50 dual to first solo, 35.40 day dual, 39.15 day solo, 3.10 night dual, 2.05 night solo. Of this time, ten hours on instruments. Spent 11.30 in Link.

Note: RCAF Press Release 2700 dated 3 September 1943 says that on his first tour he flew with an all-Canadian crew - "Bob" Lowe of Edmonton (pilot, missing on second tour), Joe Duprey (WOP, New Brunswick), Les Wardell (second pilot, Salt Lake City, now transferred to USAAF, reported in Tunisia), M.P. Fraser (gunner, Nova Scotia) and J.V. Manzerolle (Spanish-Canadian, New Brunswick, gunner, reported in Tunisia on second tour).

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McCULLOCH, Sergeant Harold Edward (R143172) - **Mention in Despatches** - No.6 Group (AFRO gives unit only as "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 2 May 1908. Home in Windsor, Ontario; enlisted there for General Duties, 11 July 1941. Promoted AC1, 11 October 1941. To "Y" Depot, date uncertain; to RAF overseas, 6 January 1942. Promoted LAC, 11 January 1942. Classified as Clerk, 25 February 1942. Promoted Corporal, 1 October 1942. Promoted Sergeant, 28 October

1942. Repatriated 28 October 1944. Retired 2 February 1945. Died 30 June 1950. No citation in AFRO.

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McCULLOUGH, P/O Robert Borden (J19784) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 19 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 6 June 1917 in Port Hope, Ontario. Enlisted in Toronto, 7 August 1941. To No.1 Manning Depot, 17 August 1941. To No.1 BGS (guard duty), 13 September 1941. To No.1 ITS, 23 November 1941; graduated and promoted LAC, 16 January 1942 and posted next day to No.1 EFTS; to No.5 SFTS, 6 June 1942. Graduated and promoted Sergeant, 25 September 1942. To No.31 GRS, 23 October 1942. To Western Air Command, 8 January 1943. Promoted Flight Sergeant, 25 March 1943. To "Y" Depot, 15 May 1943. To RAF overseas, 26 May 1943. Promoted WO23, 25 September 1943. Commissioned 26 January 1944. Promoted Flying Officer, 26 July 1944. Aircraft damaged over Sterkrade, 16/17 June 1944; attacked over Lille, 9/10 April 1944; attacked over St.Ghislain, 1/2 May 1944. Repatriated 22 January 1945. Date of release uncertain. Photo PL-32433 shows F/L Bob McCullough at right with navigator P/O Terry [sic] Wilson of South Porcupine. RCAF photo PL-32432 (ex UK-14345 dated 26 August 1944) is captioned as follows: "With 36 trips over enemy territory behind him, F/L Bob McCullough has been awarded the DFC. This veteran skipper of RCAF Bomber Group's Bluenose Squadron has weathered 13 fighter attacks. Once when his bomb-heavy Halifax was trundling toward a French railway target it was attacked four times by an Me.110. His two gunners, one a Torontonian, P/O Henry Stevenson, fought it off, having claimed it as destroyed." Photo PL-32434 (ex UK-14347 dated 26 August 1944) is captioned as follows: "Groundcrew members of the Bluenose Squadron in RCAF Bomber Group stand beside a veteran skipper and a navigator of the unit. They have just been interrupted by a photographer while hoisting a bomb into the capacious bay of this Halifax. Left to right are LACs Frank Plowman (Macleod, Alberta), fitter, Cliff Casement (Richmond Hill, Ontario), armorer, Tom Buchanan (Edmonton), rigger, George Nicholson (Winnipeg), fitter, Pilot Officer Terry Wilson (South Porcupine), navigator, Flight Lieutenant Bob McCullough, DFC (Port Hope, Ontario), and LAC Leo Aboussafy (Mont Joli, Quebec), armorer." Rejoined RCAF as pilot, 5 April 1951 (39889) on short service commission; converted to permanent commission, 1 January 1953; promoted Flight Lieutenant, 1 January 1956.

This officer has completed many operations. He is a skilful and resolute pilot and has at all times displayed the highest degree of courage and devotion to duty. On two occasions his aircraft has been attacked and damaged by enemy fighters. Nevertheless, by skilful airmanship he evaded the enemy and piloted his aircraft back to base. His consistent good work and gallantry merits the highest praise.

RCAF Press Release No. 8295 dated 17 January 1945 from S/L Vic Baker reads:

WITH RCAF IN BRITAIN: -- Somewhere in Britain there must be a private dump for the bullet-holed four-engined bombers flown back from operations by F/O

Robert B. McCullough, DFC, of Port Hope, Ontario. A veteran pilot of 40 operational flights with the Bluenose Squadron of the Canadian Bomber Group, the 27-year-old airman is now at an RCAF repatriation depot in Britain. Most of his trouble in the air was concentrated in six of his trips, four to French targets and two on German objectives.

One night when bombing Lille, the seven-man crew of the Halifax bomber were attacked seven times in a row by a persistent FW190. During the succession of attacks the bomber was sieved with bullet-holes from stem to stern. "He was a pretty good night-fighter, that German lad," reported McCullough. "We weren't even able to score a hit on him before he ended his attacks." However, they carried out their mission and returned to base, where the aircraft was scrapped after landing.

During the 14 night-fighter attacks experienced in his operations, McCullough's air-gunners destroyed one German plane and damaged two others. The JU88, which they destroyed, attacked them on a raid to Sterkrade in the Ruhr. Before they could shoot the fighter out of the air, it had put more than 300 bullet and cannon-shell holes in the bomber's fuselage. With one engine knocked out, petrol and oil tanks holed, and the aircraft controls shot up, McCullough returned to base to make a safe landing. This aircraft was written off for the scrap heap also.

Before enlisting, McCullough was a butcher with A.P. stores in Port Hope, Oshawa and Toronto.

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McCULLOUGH, FS William (R51738) - **Mention in Despatches** - No.420 Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 9 July 1913. Home in Sudbury, Ontario; enlisted there 6 November 1939 and Master Motor Mechanic. Promoted AC1, 6 February 1940. To "E", 7 February 1940. To No.5 Equipment Depot, 19 March 1940. Promoted LAC, 6 May 1940. Reclassified as Aero Engine Mechanic (Fitter IIB), 1 October 1940. To No.8 SFTS, 9 December 1940. Promoted LAC, 1 April 1941. Promoted Corporal, 1 July 1942. To "Y" Depot, 12 March 1942. To RAF overseas, 30 April 1942. Promoted Sergeant, 1 July 1942. Promoted Flight Sergeant, 1 May 1943. Repatriated via Debert, 13 June 1945. Discharged 18 September 1945. RCAF photo PL-15987 (ex UK-3855 dated 21 May 1943) shows, kneeling, left to right, Sergeant J.G. Bradley (Smith Falls, Ontario), Sergeant W. McCullough (Sudbury) and standing, left to right, AC1 A.R. Meadows (Newcastle), LAC K.R. Paul (Carleton Place), Corporal M.E. Costello (Ottawa), LAC B. Pullen (St. Thomas), Corporal .G.A. Deverell (Mount Forrest, Ontario), LAC M.L. Mounk (Keewatin), Corporal R.J. McMillan (Listowel, Ontario), Corporal M.J. Jackson (Prescott), Corporal J.G. Edwards (Peterborough) and LAC J.C. Collins (London, Ontario). No citation in AFRO which gives unit only as "Overseas". DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1944 which was for a BEM. Certificates for both awards sent to his home, 20

August 1948; returned and apparently undelivered. RCAF photo PL-28547 (ex UK-9348 dated 29 March 1944) shows Flight Engineer Sergeant William Wilcox (Long View, Alberta) back from a raid talking to Flight Sergeant William McCullough of Sudbury.

Flight Sergeant McCullough as the senior Non-Commissioned Officer in charge of maintenance flight, has since the posting of his squadron from the United Kingdom to North West Africa set a very high standard of organization. He has had the extra responsibility of co-ordinating and obtaining results from the variety of the different sections attached to field maintenance. He has discharged his duties admirably, and put in many additional hours, accelerating the more difficult jobs. Many tasks have been handled in maintenance far outside the normal standard of similar units in England. This has included many wing and engine changes and geodetic and airframe work up to and including category B2 classification. These have all been done in a minimum of time, making aircraft available for operations which would normally have required replacement.

McCULLOUGH, WO1 William (R51738) - **Mention in Despatches** - No.420 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946.. DHist file 181.009 D.1725 (RG.24 Vol.20607) has recommendation for a BEM dated 27 April 1945 when he was NCO in charge of Daily Servicing for the squadron.

This Warrant Officer has shown excellent ability in organization of the ground crew personnel of 420 Squadron. His loyalty and untiring efforts have been a prime factor in maintaining a high standard of maintenance in the squadron. He has been overseas with the squadron for about three years, and throughout that time no task has been too great nor no detail too small for him and his men to tackle. He takes a very keen interest in station affairs.

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McCUNN, WO (now P/O) Robert Miliken (R59771/J87696) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 27 October 1910 in Winnipeg; home in Norwood, Manitoba. Enlisted there 21 June 1940. To No.1 Equipment Depot, 11 September 1940. To No.1 WS, 4 January 1941. Promoted LAC, 3 February 1941. To No.1 BGS, 26 May 1941 Graduated as Wireless Operator/Air Gunner and promoted Sergeant, 23 June 1941. To Embarkation Depot, 24 June 1941. To RAF overseas, 19 July 1941. Promoted Flight Sergeant, 25 December 1941. Promoted WO2, 1 November 1943. Commissioned 2 July 1944. Repatriated 16 November 1944. To No.2 Training Command, 20 November 1944. To No.3 BGS, 21 November 1944. Promoted Flying Officer, 2 January 1945. To Release Centre, 18 March 1945. Retired 27 March 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist

file 181.009 D.3080 (RG.24 Vol.20636) has recommendation dated 22 July 1944 when he had flown 35 sorties (192 hours 35 minutes), 23 May 1943 to 18 July 1944 (112 "points").

This Warrant Officer has been with the squadron since its formation. He has completed thirty-five operations, fourteen of which have been to heavily defended German targets. He has always displayed the highest degree of courage and on numerous occasions has flown as an air gunner with new crews. His dogged determination and outstanding devotion to duty are an example and inspiration to all crews.

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McCURDY, F/L Reginald Wallace (J38157) - **Distinguished Flying Cross** - No.576 Squadron - Award effective 23 November 1945 as per **London Gazette** of 4 December 1945 and AFRO 212/46 dated 1 March 1946. Born 14 June 1924 in Tottenham, Ontario; home in Montreal (machinist); enlisted Montreal, 5 August 1941. To No.5 Manning Depot, 5 November 1942. To Mountain View, 21 January 1943. To No.6 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943; posted next day to No.12 EFTS; graduated 24 July 1943 when posted to No.16 SFTS; graduated and commissioned 12 November 1943. To "Y" Depot, 26 November 1943; to No.3 Aircrew Graduate Training School, 17 January 1944; to No.1 Aircrew Graduate Training School, 1 February 1944; taken on strength of No.3 PRC, Bournemouth, 30 March 1944. Promoted Flying Officer, 12 May 1944; promoted Flight Lieutenant, 9 March 1945. Repatriated 18 June 1945, retired 22 September 1945. Award presented 18 October 1947. Rejoined on Aero Engineer List, 25 March 1949; released 19 September 1950. RCAF photo PL-43898 (ex UK-21310, circa 11 May 1945) shows him during MANNA food drops.

Flight Lieutenant McCurdy has made many long flights involving deep penetrations into Germany, including attacks on Politz, Dresden, Dessau and Nuremburg. On one occasion when attacking Weisbaden his aircraft was hit whilst over the target and two petrol tanks were holed. By skilful handling of his engines and calculated flying he was able to fly the crippled bomber safely back to base. On two other occasions one engine of his aircraft failed prior to making the attack but each time he pressed home his attack with the greatest determination, showing a high degree of courage, skill and initiative.

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McCUTCHEON, F/L Elvet Baxter (J25218) - **Distinguished Flying Cross** - No.420 Squadron (deceased) - Award effective 15 January 1945 as per **London Gazette** dated 12 February 1946 and AFRO 322/46 dated 29 March 1946. Born 30 May 1914 in Assiniboia, Saskatchewan. Educated in Bridgeport (1922-17), Richmond (1928-29), and King Edward High School (1929-30). Home in Vancouver, British Columbia (farm hand around Chilliwack, 1930-31; operating own farm, Lulu Island, 1931, 1932), odd jobs as farm hand and contractor, 1932-1936; employed by Hudson Bay Company from 1936 onwards. Former member, 2nd Battalion, Canadian Seaforth

Highlanders, July 1940 to RCAF service. Enlisted in RCAF, Vancouver, 26 June 1941. To No.2A Manning Depot, Penhold, 10 July 1941. To No.38 SFTS (guard duty), 28 July 1941. To No.4 ITS, Edmonton, 20 August 1941; graduated and promoted LAC, 24 September 1941; posted next day to No.5 EFTS, High River; graduated 22 November 1941 and posted next day to No.12 SFTS, Brandon; graduated and promoted Sergeant, 13 March 1942. To "Y" Depot, Halifax, 15 March 1942; to Central Flying School, Trenton, 26 April 1942. To No.16 SFTS, Hagersville, 20 June 1942. Promoted Flight Sergeant, 13 September 1942). Commissioned 23 February 1943. To "Y" Depot, 19 July 1943. Promoted Flying Officer, 23 August 1943. To RAF Trainee Pool, 3 September 1943. Embarked from New York, 3 October 1943; disembarked in Britain, 16 October 1943. To No.18 (P) AFU, 11 January 1944. Attached to No.1513 Beam Approach Training Flight, 8-20 March 1944. To No.22 OTU, 18 April 1944. To No.61 Base, 6 July 1944. Attached to Dalton Battle School, 6-11 July 1944. Attached to No.1666 Conversion Unit, 11 July to 19 August 1944. To No.420 Squadron, 19 August 1944. Promoted Flight Lieutenant, 4 November 1944. Killed in action 16/17 January 1945 (Halifax NA183); buried in Germany. Medal presented to next-of-kin. 8 April 1948.

Flight Lieutenant McCutcheon has shown himself to be a keen and courageous pilot during the many attacks he has completed against major German targets. On one occasion his aircraft was detailed for a mission against Wilhelmshaven. Before crossing the French coast Flight Lieutenant McCutcheon's aircraft became involved in a collision and sustained very extensive damage. Undaunted, this officer continued his mission and pressed home his attack with commendable determination and skill.

The original recommendation (found in DHH file 181.009, D.1730, Library and Archives Canada RG.24 Volume 20607) was raised by W/C W.G. Phalen on 8 December 1944 when he had flown 23 sorties (114 hours 19 minutes) and read as follows:

On the night of 15th October 1944, Flying Officer McCutcheon was detailed to attack Wilhelmshaven in Germany. Before crossing the French coast on the way to the target, another friendly aircraft flying nearby began violent evasive action, colliding with Flying Officer McCutcheon's machine. Despite the fact that his own aircraft suffered extensive damage to the fuselage, wings and tail assembly, this officer, in characteristic fashion, decided to press home his attack which he did with commendable skill and returned to make a safe landing at base.

Throughout his tour, this officer has displayed skill, courage and keenness of the highest order in his attacks on most heavily defended German targets, and his gallantry merits the highest praise. It is for this reason that I recommend Flying Officer McCutcheon for the immediate award of the Distinguished Flying Cross.

The website "Lost Bombers" has the following on his last sortie. Halifax NA183, No.420 Squadron (PT-M), target Magdeburg, 16/17 January 1945. NA183 was one of four No.420 Squadron Halifaxes lost on this operation; the others were NA188, NA192 and NR205. Airborne

at 1834 hours, 16 January 1945 from Tholthorpe. Shot down by a night- fighter, crashing at 2145 hours at Bokensdorf, 9 km northwest from the centre of Wolfsburg. Crew were F/L E.B.McCutcheon, DFC, RCAF (killed); F/O T.C.Jones (killed); F/O D.W.Ritchie, RCAF (wounded and hospitalized); F/O J.G.Welk, RCAF (killed); P/O J.G.Skidmore, RCAF (wounded and hospitalized); P/O G.A.Haacke, RCAF (wounded and hospitalized); P/O D.O.Mackey RCAF (injured and hospitalized).

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McCUTCHEON, S/L John Terrence (J15174) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943. Born 10 March 1913 in Montreal; home in Hudson, Quebec; clerk and stock keeper. Enlisted Montreal, 21 September 1940 and posted to No.2 Manning Depot. To No.2 ITS, Regina, 14 October 1940; graduated and promoted LAC, 2 November 1940; posted next day to No.8 EFTS, Vancouver; graduated 22 December 1940 when posted to No.4 SFTS; graduated and promoted Sergeant, 17 March 1941. To Embarkation Depot, Debert, 27 March 1941; to United Kingdom, 4 April 1941. To No.404 Squadron, 10 May 1941. Promoted Flight Sergeant, 1 October 1941. Commissioned 17 January 1942. Promoted Flying Officer and Flight Lieutenant, 1 October 1942. Promoted Squadron Leader, 27 April 1943. To Repatriation Depot, 26 June 1943. Repatriated 1 July 1943. Disembarked in New York, 9 July 1943. To No.45 Group, 13 August 1943. Emplaned from Dorval, 23 September 1944. Arrived in United Kingdom, 24 September 1944 and posted to No.525 Squadron. Attended No.1513 Beam Approach Training Flight course, 26 September to 2 October 1944. Temporary duty in Naples (4-9 November 1944), Cairo (24-28 November 1944 and again 14-19 December 1944), Allahabad (7-17 January 1945), Cairo (18-22 February 1945), Allahabad (9-19 March 1945), and Luqa (31 March to 2 April 1945). Attached to School of Air Support, Old Sarum, 15 April to 1 May 1945. Temporary Duty at Maison Blanche, 11-13 May 1945; at Cairo, 24-28 May 1945 and again 12-15 June 1945; at Rabat, 24-26 June 1945. Posted from No.525 Squadron to No.426 Squadron, 1 July 1945. To No.120 Wing Headquarters, 31 December 1945. Repatriated 10 July 1946. To No.9 (Transport) Group Headquarters, 20 July 1946. Retained Squadron Leader as of 1 October 1946 in postwar RCAF (19793). To No.435 Squadron, Edmonton, 2 December 1946. To Instrument Flying School, Centralia, 12 June 1947. To No.435 Squadron again, 24 August 1947. To No.9 (Transport) Group, Rockcliffe, 24 February 1948. To Air Transport Command, 1 April 1948. To RCAF Staff College, Toronto, 7 September 1949. To Canadian Joint Staff, Washington, 2 July 1950. Promoted Wing Commander, 1 September 1951. To Air Transport Command Headquarters, 15 April 1952. To No.436 Squadron, Downsview, 2 July 1956. To Station Downsview, 16 September 1960. Retired 12 January 1963. RCAF photo PL-44890 (ex UK-22473 dated 6 July 1945) shows, left to right, S/L J.F.M. Bell (La Santa Fe Province, Argentina), S/L J.T. McCutcheon (Hudson, Quebec) and S/L J.D. [J.F. ?] Mitchell (Saskatoon) in courtyard, Buckingham Palace, following all-Canadian investiture on 29 June 1945. Photo PL-128151 is a portrait taken at Downsview, 1959. Died in Guelph, Ontario, 24 April 1986 as per **Airforce Magazine** of July-August-September 1986. Public Record Office Air 2/8964 indicates citation drafted when he had flown 66 sorties (255 hours).

This officer has had a distinguished operational career in the course of which he has flown on a large number of sorties of a varied nature. In December 1941 he was captain of an aircraft acting as fighter cover during the combined operations raid on Vaagso and with another aircraft he engaged four Messerschmitt 109s, severely damaging two of the hostile aircraft. In May 1942, Squadron Leader McCutcheon led a section of the fighter escort to Beauforts attacking the **Prince Eugen**. A year later he was the leader of a section accompanying four Hampdens on a shipping strike. Adverse weather forced the escort to return but this officer continued on his mission and assisted the Hampdens during their torpedo attack by delivering a machine-gun attack on the escorting vessel. Five days later Squadron Leader McCutcheon made an attack on three enemy aircraft which were protecting an enemy convoy. Despite heavy opposition he pressed home the attack, destroying one of the hostile aircraft and only breaking off when his own aircraft was severely damaged. By his brilliant leadership, devotion to duty and personal example this officer has been a source of inspiration to all ranks in his squadron.

Public Record Office Air 2/8964 has recommendation drafted 17 May 1943 by the Commanding Officer of No.404 Squadron when he had flown 66 sorties (255 hours five minutes) when he held the position of Flight Commander.

Flight Lieutenant McCutcheon has been a member of this squadron since it was established. He has now completed his tour of operations. During his tour he has continually distinguished himself by his leadership. He has taken part in every major operation in which the squadron has been involved. Noteworthy events in his career follow.

He was Captain of a fighter Blenheim acting as fighter cover for the Combined Operations raid on Vaagse on December 27th, 1941. On this occasion he, together with another aircraft engaged four Messerschmitt 109s causing such damage to two of them it is doubtful if they reached their base.

On May 17th, 1942 he led a section of Blenheims in the fighter escort to Beauforts attacking the **Prinz Eugen**; during this engagement he gave the Beauforts continuous support and remained to cover their getaway.

On May 6th, 1943, Flight Lieutenant McCutcheon was the leader of four Beaufighters which accompanied four torpedo Hampdens on a strike against Norwegian shipping. The weather was so bad that three of the Beaufighters were forced to turn back. Flight Lieutenant McCutcheon, however, accompanied the Hampdens and when they launched their torpedoes at a merchant vessel he gave them cover by attacking the accompanying escort vessel with cannon and machine gun fire.

On May 14th, 1943, while again escorting Hampdens he attacked a Blohm and Voss 138 which with two Focke Wulf 190s was protecting an enemy convoy. Despite heavy flak and the presence of the single-engine fighters he relentlessly pursued his attack, only breaking off when his port engine nacelle had been set on fire by flak. The BV.138 has been claimed as destroyed. Even after having been hit by flak he attacked two FW.190s which came his way. After the fire was extinguished he returned to base and as his hydraulics were inoperative, made a crash landing with such skill that the aircraft was only slightly damaged.

The Officer Commanding, Station Wick, added his comments on 19 May 1943:

Flight Lieutenant McCutcheon has been at my Station only since 20th April 1943. During the month he has been here he has been acting as Flight Commander. By his brilliant leadership, devotion to duty and personal courage he has set an inspiring example to all ranks of the squadron. I strongly endorse the recommendations of his Commanding Officer that he be awarded the Distinguished Flying Cross.

This was supported by the Air Officer Commanding, No.18 Group (no date) and approved by the Air Officer Commanding, Coastal Command, 11 June 1943.

MCCUTCHEON, S/L John Terrance, DFC (J15174) - **Air Force Cross** - No.426 Squadron (AFRO gives unit as Odiham) - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Public Records Office Air 2/9670 has recommendation drafted when he had flown 1,400 hours of which 800 were operational and 250 in previous six months.

This officer, who is a Flight Commander, who is a Flight Commander, has had a distinguished service career as a fighter pilot, as a captain of transport aircraft and finally as a flight commander. Since joining Transport Command in June 1943, he has continuously accepted responsibilities and performed flying duties and route inspection over and above the call of duty. Throughout, his leadership and standard of flying have been outstanding.

Notes: On 7 December 1945 he listed his operational flying time as 203 hours 45 minutes in Blenheims and 82 hours 15 minutes in Beaufighters. Other types listed were as follows: Dakota (424.00), Liberator (182.00), Anson (32.00), Crane (55.00), Baltimoree (8.45), Digby (23.00), Marauder (9.00), Tiger Moth (52.00), Blenheim total (342.00) and Beaufighter total (98.00). He listed appointments as Flight Commander in No.404 Squadron (1 June 1942 to 6 June 1943), Officer Commanding RAF Transport Command Staging Post, Belem, Brazil (1 August to 1 November 1943), Officer Commanding, RAF Transport Command Staging Post, Borinquen, Porto Rico (1 November 1943 to 1 June 1944), Flight Commander, No.525 Squadron (23 September 1944 to 1 July 1945) and Flight Commander, No.426 Squadron (1 July 1945 to date).

Selected Assessments: “An excellent all round officer both on the ground and in the air.” (W/C H.H. Truscott, No.404 Squadron, 24 June 1943, at which time he had flown 571 hours, 90.05 in previous six months). To the above, G/C A.D. Gillmore adds, “A very dependable and conscientious officer. He is quiet yet good humoured. He has personality and considerable charm of manner. He gets on well with all ranks and has been a great asset to 404 Squadron.”

“Employed as Officer Commanding RAF Transport Command Liaison Unit, Boruguen, Porto Rico. A very competent officer who has built up an excellent relationship with U.S.A. Transport Command.” (Air Commodore G.J. Powell, No.45 Group, 29 February 1945).

“Has cooperated to the fullest in the movement of RAF traffic through American Air Base, Miami, Florida. The competence, efficiency and effectiveness with which he has performed his duties has been outstanding. His official and social contacts with all personnel, both civilian and military, have been most congenial.” (Colonel Minthorne W. Reed, USAAF, 24 May 1944).

“Squadron Leader McCutcheon has been employed as Staff Officer Postings and Careers in the Personnel Branch of Air Transport Command Headquarters for the past fourteen months. He has proven himself to be an excellent staff officer, accepting responsibility without hesitation. His day to day work has been of the highest standard and solutions to special assignments are produced promptly and in a logical manner. This officer has a splendid flying background and his records clearly indicate that he is capable of handling important and difficult jobs in an efficient manner. Squadron Leader McCutcheon is considered well qualified to take on greater responsibility and is highly recommended for promotion to Wing Commander rank.” (W/C R.S. Turnbull, Air Transport Command Headquarters, 5 April 1949).

“Wing Commander McCutcheon is employed as OC 436 Transport Squadron. He is a very capable officer in all respects, being hard working, energetic, conscientious and has displayed an abundance of tact and diplomacy in his dealings with personnel senior and junior to him. He operates a very good squadron and his personal attributes encourage personnel under his command to produce a maximum effort under the most trying circumstances and conditions. Gives his full support to unit administration and its functions. Highly thought of by all personnel. Takes a keen interest in all personnel under his command as to their welfare, Service and personal. He is an active member of the Station Curling Club and gives his support in all station social activities. His personal affairs are above reproach. Enjoys his family and home life. His personal and Service kits are maintained at a high standard. A very capable pilot and Squadron Commander. Very pleased to be closely associated with an officer of this calibre.” (W/C J.C.J.B. Mirabelli, Station Downsview, 26 February 1959. To this, on 31 March 1959, Air Commodore F.S. Carpenter adds his comments: “Wing Commander McCutcheon in most ways deserves the foregoing high assessment. He has, however, one failing which gives cause for increasing concern. Because of an abnormally kindly nature he is either unable or very reluctant to take action against personnel who do not measure up to the required standard. This has become a problem within the unit.”

McKee Trophy Recommendation: On 18 January 1960, W/C J.C. Mirabelli (Commanding Officer, Station Downsview) wrote to the Air Officer Commanding, Air Transport Command to recommend him for the Trans-Canada (McKee) trophy. The submission summarized his wartime career and immediate postwar postings. The crux of the submission was as follows:

Wing Commander McCutcheon has commanded 436 Heavy Transport Squadron and during the year 1959 led his squadron in many sorties in the support of the Canadian Army in its training exercises. The outstanding feature of 1959 was that he commanded 436 Squadron and was named as Task Force Commander for the air supply exercise known as "Operation Boxtop" in which this squadron airlifted approximately four million pounds of freight into the Department of Transport base known as Alert. This operation is credited with being one of the largest if not more complex Arctic re-supply programmes carried out to date. It employed large scale employment of aircraft farther north than had been previously attempted by either the RCAF or the USAF.

It is believed that the efficiency, personal leadership and active participation on the part of Wing Commander McCutcheon led to the success of this operation, in the employment of transport aircraft in a supply task of this magnitude for such a sustained duration in the Canadian Arctic.

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McCUTCHEON, Sergeant (now P/O) William Harold (R72428/C22653) - **Air Force Medal** - No.2 EFTS - Awarded 16 April 1943 as per **London Gazette** of 13 April 1943 and AFRO 1035/43 dated 4 June 1943. Born 22 July 1917. Home in Chatham, Ontario; enlisted in Toronto, 25 September 1940. To No.2 ITS, 14 October 1940. Graduated and promoted LAC, 15 November 1940; posted next day to No.2 EFTS. Promoted Corporal (unpaid), 4 January 1941. Promoted Sergeant, 5 March 1941 and classified as Elementary Flying Instructor. To No.5 Manning Depot, 14 September 1942. To No.6 SFTS, 10 October 1942. Commissioned 31 December 1942. To "Y" Depot, 13 January 1943. To RAF overseas, 2 February 1943. Promoted Flying Officer, 1 April 1943. Invested at Buckingham Palace, 8 September 1943. Repatriated 18 December 1944. Promoted Flight Lieutenant, 31 December 1944. Retired 27 March 1945. Died in St.Catharines, 11 December 1994, age 78. Governor General's Records (RG.7 Group 26, Vol.57, File 190-I) has citation.

Sergeant McCutcheon is an exceptionally outstanding pilot and instructor. He has shown marked ability at all times, even through training, and in eighteen months at this school he has completed 1,236 instructional flying hours without the slightest accident to mar his record. The trustworthiness and devotion to duty displayed by this NCO has been of the highest degree. His record as a pilot and instructor have been a decided example to all his pupils and to other instructors.

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McDANIEL, P/O Henry Hutchinson Lewis (J17898) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2507/43 dated 3 December 1943. Born in Dublin, Ireland, 14 January 1919; home in Vancouver; enlisted there 26 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 16 September 1940 when posted to No.2 WS; promoted Acting Corporal, 5 November 1940; reverted to LAC 25 November 1940; to No.2 BGS, 19 January 1941; graduated and promoted Sergeant, 17 February 1941. To Embarkation Depot, 11 March 1941; to overseas, 8 April 1941. Reclassified as Aircraft Hand (General Duties) and reverts to AC2, 17 August 1941. Aircrew status and Sergeant rank restored, 38 July 1942. Promoted Flight Sergeant, 28 January 1943. Commissioned 6 June 1943. Promoted Flying Officer, 7 December 1943. DFC presented 14 May 1944. Repatriated 1 June 1945. To Western Air Command, 12 June 1945. To No.8 Release Centre, 22 August 1945. Retired 10 September 1945. Photo PL-43737 shows a group who had completed two tours of operations and were then on strength of No.427 Squadron: F/O H.H. McDaniel, DFC (rear gunner), F/L E.E. Morgan, DFC (wireless operator), F/L W.A. Gardiner, DFC (navigator or bomb aimer), F/L E.C. Stewart, DFM (pilot), S/L F.D. Smith, DFC (navigator) and F/O H.E. Thornicroft, DFC (flight engineer). Died in White Rock, British Columbia, 15 October 2004.

Pilot Officer McDaniel, an outstanding member of a particularly successful crew, has consistently displayed keenness and devotion to duty, showing complete fearlessness in the face of danger. His aircraft has been badly damaged on at least six occasions and has also been involved in two crashes. Despite these trying experiences this officer has continued to operate with undiminished ardour, efficiency and enthusiasm.

The following extracted from a website on Yorkshire air incidents <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/hr691.html>:

HALIFAX HR691 DAMAGED BY FLAK, RETURNED TO MELBOURNE AIRFIELD

On the night of 27th / 28th March 1943 this 10 Squadron aircraft left Melbourne airfield at 19.57hrs to undertake an operational flight to bomb Berlin. The aircraft received minor flak damage to the rudder, elevator and mainplanes but the crew were able to bring the aircraft back to base and landed at Melbourne at 02.59hrs.

Pilot - F/O Alfred Raymond Dawes RAFVR (109118).
Navigator - P/O Arthur Wilson Parry RCAF (J/16704).
Bomb Aimer - Sgt Reginald Eric Bradshaw RAFVR (148755).
Wireless Operator / Air Gunner - Sgt J L Johnson.
Air Gunner - Sgt Don N Brennan.
Flight Engineer - Sgt A G Edwards.
Air Gunner - Sgt Henry Hutchinson Lewis McDaniel RCAF.

Second Pilot - P/O Andrew.

The following is extracted from a website on Yorkshire air incidents <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/hr691b.html>:

HALIFAX HR691 DAMAGED BY FLAK, RETURNED TO MELBOURNE AIRFIELD.

On the night of 8th / 9th April 1943 this 10 Squadron aircraft left Melbourne airfield at 21.38hrs to undertake an operational flight to bomb Duisberg. The aircraft received minor flak damage to one of the fuel tanks but the crew were able to bring the aircraft back to base and landed at Melbourne at 02.35hrs.

Pilot - F/O Alfred Raymond Dawes RAFVR (109118).
Navigator - P/O Arthur Wilson Parry RCAF (J/16704).
Bomb Aimer - Sgt Reginald Eric Bradshaw RAFVR (148755).
Wireless Operator / Air Gunner - P/O Emlyn Parry RAFVR (137569).
Air Gunner - Sgt Don N Brennan.
Flight Engineer - Sgt A G Edwards.
Air Gunner - Sgt Henry Hutchinson Lewis McDaniel RCAF.

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

HALIFAX JB910 DAMAGED BY FLAK, RETURNED TO MELBOURNE AIRFIELD.

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

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

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McDERMOT, Sergeant William Thomas Bruce (R80428, later J51611) - **British Empire Medal** - Movement Control - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Born in Winnipeg, 25 April 1915; educated there including Angus Business College (stenographic course, 1936-1937). Worked seasonally for

CNR as checker, 1933 to 1935 and steadily as Casualty Clerk and Stenographer for CNR, 1936 to enlistment. Enlisted in Winnipeg, 3 December 1940 as Clerk and posted to No.2 Manning Depot. To AFHQ, 7 January 1941. Promoted AC1, 3 March 1941. Promoted LAC, 1 July 1941 on reclassification as Clerk/Stenographer. Promoted Corporal, 1 November 1941. Promoted Sergeant, 1 June 1942. To No.2 Air Command, 20 September 1943. To No.3 Manning Depot, Edmonton, 26 March 1944. Remustered to aircrew (air gunner), 6 April 1944; to No.4 Pre-Aircrew Education Detachment, Vancouver, 16 April 1944. To No.3 WS, Winnipeg, 16 June 1944. To No.9 BGS, Mont Joli, 30 December 1944. Graduated and commissioned, 23 February 1945. To No.7 BGS, Paulson, Manitoba, 1 March 1945. Promoted Flying Officer, 23 August 1945. To No.2 ACU, Brandon, 15 August 1945; to No.5 Release Center, 10 September 1945. Retired 14 September 1945. Died in Winnipeg, 27 August 1989. Medal presented 20 March 1944.

Sergeant McDermott has been employed on Movement Control duties for the past two years. He has always taken a keen interest in his work and has consistently performed his duties in a highly meritorious manner. The frequent movement of a large number of personnel proceeding overseas and the movement of repatriates have entailed long hours, hard work and unusual organizing ability. By his assiduous and conscientious manner this NCO has been of great assistance to those for whom he works and has set an excellent example to his fellow airmen.

Recommended (date uncertain) by W/C P. Joffey as follows:

Enlisted Winnipeg Recruiting Center 3rd December 1940 and posted to No.2 Manning Depot, Brandon, Manitoba. Posted from No.2 Manning Depot to Air Force Headquarters 7th January 1941, since which date he has been employed on Movement Control duties. This NCO takes a keen interest in his work and has consistently performed his duties in a highly satisfactory manner. He is always willing to perform any duties assigned to him, is respectful to his superiors and promotes harmony among his fellows.

Training: Attended an administration course at No.2 Manning Depot, Brandon, 9 December 1940 to 6 January 1941. Course and marks as follows - Administration and Routine (84/100), Orders, Records and Returns (82/100), Personnel, Officers and Airmen (80/100) and Practical, Shorthand and Typing (82/100). "Keen interest on course, will make good records or Orderly Room Clerk, quick in absorbing knowledge," (Flight Sergeant R.J. Gillis, Instructor).

Course at No.4 Pre-Aircrew Education Detachment was 17 April to 9 June 1944. Courses in Science (66/100), Mathematics (93/100), Aircraft Recognition (100/100) and Signals (100/100). "Passed. Excellent Record." (F/L E.D. MacInnes).

Course at No.3 WS was 8 January to 23 February 1945. Battle aircraft (12 hours 50 minutes). Fired 375 rounds on 25-yard range, 300 rounds air-to-ground and 2,150 rounds air-to-air. Ground courses in Guns, Pyrotechnics, Ammunition and Anti-Gas (188/300), Gun sighting and Range Estimation (180/250), Turrets (134/200), Aircraft Recognition (132/150) and Signals (90/100). "A sound, mature type who has been an excellent NCO. He has applied himself well at

al times.” (S/L G.A. Casey).

Selected Assessment: “Good stenographer and, in addition, displays initiative in dealing with routine work.” (W/C A.C. H. MacLean, 15 December 1941).

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McDIARMID, F/L Athol Peter (J8912) - **Mention in Despatches** - No.5 (Bomber Reconnaissance) Squadron - Award effective 6 January 1945 as per **Canada Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 10 July 1915. Home in Toronto; enlisted there 24 February 1941. To No.1 Manning Depot, 14 March 1941. To Trenton, 28 April 1941. To No.3 ITS, 9 June 1941; graduated and promoted LAC, 15 July 1941 when posted to No.4 EFTS; graduated 1 September 1941 when posted to No.13 SFTS; graduated and commissioned, 21 November 1941. To “Y” Depot, 14 February 1942; to RAF overseas, 2 March 1942; promoted Flying Officer, 1 October 1942. Repatriated via Rockcliffe, 6 April 1943. To Eastern Air Command, 8 May 1943. To No.5 (BR) Squadron, 11 May 1943. Promoted Flight Lieutenant, 1 June 1944. To No.4 Release Centre, 13 March 1945. Retired 19 March 1945. No citation in biographical file.

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McDIARMID, S/L (now W/C) Maxwell Curtis (C809) - **Air Force Cross** - No.3 Service Flying Training School - Awarded as per **London Gazette** dated 1 January 1945 and AFRO 89/45 dated 19 January 1945. Born 23 January 1914 in Melville, Saskatchewan (RCAF Press Release 4907 reporting award). Educated there. Employed by Saskatchewan Provincial Government. Enlisted 24 August 1937 when appointed Provisional Pilot Officer (Non-Permanent), with No.120 Squadron. Confirmed in rank, 24 August 1938; attended camps at Dundurn (1938) and Calgary (1939); qualified for Pilot’s Flying Badge, 23 April 1939; promoted Flying Officer, 9 May 1939. Flight Lieutenant as of 1 November 1940. At No.35 SFTS as of 19 January 1941. Promoted Squadron Leader, 1 June 1942. To AFHQ, 6 August 1943. To No.3 SFTS, 23 January 1944. Promoted Wing Commander, 1 August 1944. To No.7 Release Centre, 24 February 1945. Retired 1 March 1945. Died 10 March 1976 at Nakusp, British Columbia as per British Columbia Vital Statistics. Had completed 1,513 flying hours to date, 949 hours as instructor, 22 hours in previous six months.

This officer is a skilled instructor and an excellent leader. For over four years he has carried out various flying instructional duties in an exemplary manner and has maintained this excellent record as chief instructor at this flying school. He is a most progressive and energetic officer who has shown a great deal of initiative as chief instructor. His contribution to the training plan has been outstanding.

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McDONALD, F/L Bruce Kenneth (J27538) - **Distinguished Flying Cross** - No.514 Squadron - Award effective 22 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born in Stranraer, Saskatchewan, 2 September 1920; home there; enlisted Saskatoon, 20 April 1942. To No.2 Manning Depot, 17 May 1942. To No.11 SFTS

(guard), 25 September 1942. To No.2 ITS, 10 October 1942; graduated and promoted LAC, 19 December 1942 but not posted until 9 January 1943 when went to No.5 AOS; to No.15 EFTS, date uncertain; graduated 5 March 1943 and posted next day to No.3 SFTS; graduated and commissioned, 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Promoted Flying Officer, 25 December 1943. Promoted Flight Lieutenant, 18 July 1944. Repatriated 8 December 1944. To No.170 Squadron, 24 January 1945. To "Y" Depot, 6 April 1945. To United Kingdom, 15 April 1945. Repatriated 5 August 1945. Retired 13 September 1945.

This officer has completed numerous sorties as pilot and captain of aircraft. These have included numerous day and night sorties against a variety of important and heavily defended targets in Germany and occupied territory. He has on more than one occasion continued to the target and completed an operation after one of his engines had failed. In July 1944 his aircraft sustained severe damage from anti-aircraft fire when making an attack. The starboard fin, rudder, elevator and tail plane were shot away. Displaying great coolness, Flight Lieutenant McDonald successfully completed the bombing run and flew the aircraft back to this country where he effected a masterly emergency landing.

NOTE: Public Record Office Air 2/9159 has recommendation drafted when he had flown 14 sorties (54 hours five minutes); date not on form:

Acting Flight Lieutenant McDonald has taken part in 14 operational sorties in Lancaster aircraft as pilot and captain. These sorties include seven night and seven daylight attacks on a variety of important and well defended targets in Germany and enemy occupied territory. He is a most determined and skilful pilot who is not to be deterred in adverse circumstances.

On his ninth sortie, a daylight attack on Emieville, on the 18th July, 1944, his aircraft sustained direct hits from anti-aircraft fire which shot away in their entirety the starboard fin, rudder, elevator and tailplane. Acting Flight Lieutenant McDonald coolly completed the bombing run and then flew the aircraft back to an emergency runway where a most skilful landing was made without further damage to the aircraft.

On the 27th July 1944 while leading a daylight attack on a military installation near Les Catelliers, one engine became unserviceable. He feathered the propellor and continued to lead his formation. Shortly afterwards, however, a second engine failed; he endeavoured to continue to the target but finding himself likely to scatter the formation he was forced to jettison his bomb load just short of the target.

On the 29th July 1944, during a daylight attack on a military target near Caen both starboard engines became unserviceable and he had to return to England on the two remaining serviceable engines. He again made a most excellent two-engined landing away from base in very adverse weather conditions.

This officer, who has shown skill, determination and devotion to duty of a very high order, is strongly recommended for the award of the Distinguished Flying Cross.

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McDONALD, Sergeant (now P/O) Charles Edward (R67749/J18171) - **Military Medal** - No.403 Squadron - Award effective 14 December 1943 as per **London Gazette** of that date and AFRO 297/44 dated 11 February 1944. Born in Bossier City, Louisiana, 31 October 1918; home there or Shreveport, Louisiana. Enlisted 14 September 1940. To No.2 Training Command, 10 October 1940. To No.2 ITS, 17 November 1940; graduated and promoted LAC, 21 December 1940; posted next day to No.6 EFTS; graduated 9 February 1941 when posted to No.2 SFTS; graduated and promoted Sergeant, 4 May 1941. To Embarkation Depot, 30 April 1941; to RAF overseas, 8 May 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 June 1942. Promoted WO1, 1 December 1942. Commissioned 4 August 1943. Repatriated 5 September 1943. Promoted Flying Officer, 4 February 1944. To Western Air Command, 14 February 1944. Resigned commission. 28 July 1944 to transfer to American forces. RCAF photo PL-3335 shows him saluting on receipt of wings. PL-3351 shows G/C F.S. McGill with American pilot graduates - LAC R.M. Murray (Indianapolis), LAC H.A. Putnam (Clerkwood, Texas), LAC C.H. Dunn (Washington, D.C.), LAC H.A. Womak (El Paso, Texas), LAC C.E. McDonald (Shreveport), and LAC N.M. Moore (Augusta, Georgia). No citation other than "In recognition of distinguished service". See **Sentinel**, October 1970 for a detailed article on him. Shot down over Lille on 21 August 1941, he attempted to evade capture but failed. Escaped from Stalag Luft III on 11 August 1942 and proceeded through Germany and France to Spain. He regained UK in July 1943. No citation published, but Les Hunt writes in detail of his exploits in "Over Our Shoulder - A Yank in the RCAF (**Sentinel**, October 1970). Public Record Office WO 373/94 has the following recommendation:

Suffering from severe burns to his face and hands, this Non-Commissioned Officer was forced to abandon his aircraft by parachute over St. Omer on 21st August 1941, and was captured by a German patrol. On 11th August 1942, he managed to escape by crawling through a hole in the hut in the prison camp.

Sergeant McDonald succeeded in making his way through Cracow, Warsaw and Berlin to Paris where his journey was arranged for him by an organization.

He reached Liverpool on 24th July 1943.

Public Record Office WO 208/3314 has his MI.9 report based on an interview of 25 September 1943, noting that he had been captured near Lille on 21 August 1941, escaped Arbeitslager, Gleiwitz on 11 August 1942, left Gibraltar on 17 July 1943 and reached Liverpool on 24 July 1943.

CAPTURE

I was pilot of a Spitfire aircraft which left Hornchurch at approximately 1330 hours on 21 August 1941 as part of an escort to a formation of bombers proceeding to St. Omer.

My Squadron Leader, Squadron Leader Morris, and I were both shot down by ME.109s about ten miles northwest of Lille. I was told later by my captors that Morris had been killed.

My aircraft was on fire. I managed to bale out, but I was severely burned on the face and hands.

I landed in a grain field about 1430 hours. I noticed an ME.109 circling above me at about 500 feet. I did not see where my aircraft fell. I immediately threw off my parachute harness, but retained my Mae West.

I could then speak no French whatever. A Frenchman who had seen me land ran over to me and helped me into his farmhouse. Here I discarded my Mae West, and my helper gave me a civilian coat and an old pair of trousers. He also tried to wash my face and hands. He then carried me a little way from the house and hid me in a big ditch, in which he also hid my Mae West.

About 1530 hours a German patrol searching in the vicinity found me in the ditch, and I was taken P/W. I was at once taken by car to a small hospital in a village, where my burns were dressed. Thereafter I was removed to a hospital in Lille, where I remained in a room by myself until about 20 September.

While in hospital I was well treated and no attempt was made to interrogate me. My captors seemed to know my squadron and station, though they did not know my name and number. I learned that there were some other men from my squadron already in the hospital, but I do not know their names, and I was never allowed to see them.

CAPTIVITY

About 20 September an Unteroffizier and a private soldier took me by train to Dulag Luft at Oberursel.

I was not formally interrogated at Dulag Luft, but was given a "Red Cross" form to complete. When I refused to put down anything but my name, rank and number, I was told that I might as well fill in the rest because it was all known to my captors. I said I was ready to take it down to my interpreter's dictation. He then told me correctly the number of my squadron, its location (Hornchurch), the name of the Group Captain and Wing Commander, the numbers of the other two squadrons of the Wing, and how long my squadron had been at Hornchurch.

I was later interrogated by a Squadron Leader Elliot, who claimed to be in charge

of British interests in the camp, and to be able to pass news back to England. I was afterwards warned by Wing Commander Bader that this man was suspected of being a stool pigeon. [**Transcriber's Note:** The form as a pencilled notation, "See Amendment attached" but the attachment was not copied with the document now being typed.]

I remained there three days only at Dulag Luft and as far as I could gather no one stayed there for longer than a fortnight. About 24 September I was moved to Stalag VIII B, situated in a wood about three miles from Lansdorf (Prussian Silesia). There was an aerodrome and a German Army camp nearby. Here I remained until April 1942.

There were about 800 RAF prisoners of war in Stalag VIII B at this time. While here I learned that on Christmas Eve 1941, Warrant Officer Snowden, RAF and Sergeant Gordon, RCAF, had escaped, but were recaptured after three or four days.

Most of the RAF, myself amongst them, were moved in April 1942 to Stalag Luft III, at Sagan (Prussian Silesia).

Here the Non-Commissioned Officers were in a compound separate from the officers. It was possible for the two parties to communicate by signal, but not by speech. Prisoners of War had made many tunnels in this camp, but they were constantly detected by the Germans who went so far as to claim that they had installed a seismograph apparatus for this purpose. Wing Commander Day escaped while I was here, but was soon recaptured.

I decided that I had no chance of escaping from Stalag Luft III, and that my best opportunity of doing so was by volunteering for work. I therefore volunteered, and in July 1942 was sent back to Stalag VIII B.

Here I consulted Regimental Sergeant Major Lowe and Regimental Sergeant Major Sherriff who were in charge of the Red Cross parcels and the working parties respectively. Lowe provided me with a store of food, and Sherriff arranged for me to be sent to a working camp near Gleiwitz (E.352 ?) as being the most promising from which to escape. I arrived here some time in July.

The work here consisted mainly in caring for the gardens of officers in the German Air Force. Three days after my arrival at Gleiwitz, Sergeant Pilots Chisholm (RAAF) and Hickman (RAF) arrived, together with Wing Commander Bader and Squadron Leader Roberts. These two officers were disguised as Army privates and were determined to escape. They were, however, soon discovered and sent back to Stalag VIII B. [**Transcriber's Note:** This should read "back to Stalag Luft III"].

ESCAPE

At 2300 hours on 11 August 1942, Chisholm, Hickman and I, with a Polish Jew in the British Army whom I knew only as "Nick", got through a hole in the ceiling of our hut, and then back through the ceiling of a boiler room. We had had a key made for this room by someone in the camp. Fortunately the gate in the perimeter wire was unlocked, and choosing a moment when the guard had walked round to the opposite corner of the compound, we passed unnoticed through it.

We were wearing British Army battle dress and were carrying a supply of biscuits, Horlicks tablets, OXO, Marmite and Bovril, saved up from Red Cross parcels. In my opinion the OXO, Marmite and Bovril are not very satisfying. I had exchanged some food and cigarettes with a British soldier for a German Army compass.

Having got out of the camp, we walked south for two nights and then turned east. We slept in woods during the daytime, but were disturbed every day by Germans. The woods here were very dense, and we managed to keep out of sight.

On the fourth night we passed through Katowice. We noticed that by now all the people we passed spoke Polish. "Nick", our companion, was therefore able to act as interpreter for the party. On the following day we spoke to two old women, who ran away. Shortly after this two boys of about 14 visited us in our hiding place nearby. They brought us a couple of blankets, and after dark took us to a farm, at Gorki (?), near Myslowice (G.S.G.S. No.3982 Europe 1"250,000, Sheet M.34/34 Gleiwitz). The farmer here kept us for five weeks. We were given very good food three times a day, and occupied ourselves by playing cards. About 22 September we were moved to another farm. Here we remained for another four weeks, being cared for by the former Mayor of a neighbouring village.

On 24 October 1942, a British soldier arrived from Warsaw with two Polish women, and took us to Warsaw by train without incident. Here we received identity papers and were billeted in different flats and moved about from time to time. Our helpers eventually arranged for two British soldiers, Privates John Grant and Driver George Newton, to be sent with me to Paris as Polish workmen. We were provided with identity cards, to which our photographs and fingerprints were added, and our guide also had the necessary workers permits and travel permits.

On 23 March 1943, with our guide, we left Warsaw by train, via Krakow, Berlin and Metz. We spent two days in Krakow, one day in Berlin and one in Metz. We went sight-seeing in Berlin and saw very little bomb damage. Between Berlin and Metz our papers were examined three times. On one of these occasions they were very carefully scrutinized for about half an hour, whereas those of the other travellers in our compartment were subjected to a merely cursory examination.

On the afternoon of 28 March we arrived in Metz. Next day we proceeded to Paris. Here I remained for about a month. During this time I was not allowed out. My French helpers were much more cautious than the Poles had been.

From this point my subsequent journey was arranged for me. Grant and Newton did not accompany me.

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McDONALD, FS (now P/O) Charles Parkinson (R97376/J16989) - **Distinguished Flying Medal** - No.9 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 14 May 1943 and AFRO 1724/43 dated 27 August 1943. Born 17 August 1914 (birth date from MI.9 report); home in Toronto (salesman). Army service from May 1940 to January 1941. Enlisted in RCAF, Toronto, 11 March 1941 and posted to No.1 Manning Depot. To Trenton, 10 April 1941. To No.3 ITS, 27 May 1941; graduated and promoted LAC, 14 July 1941 when posted to No.12 EFTS; may have graduated 1 September 1941 but not posted to No.16 SFTS until 13 September 1941; graduated and promoted Sergeant. 5 December 1941. To "Y" Depot, 6 December 1941; to RAF overseas, 7 January 1942. Further trained at No.25 OTU, Finningley. Commissioned with effect from 23 January 1943. Shot up by a night fighter, 20/21 April 1943, ditched in Baltic, and interned in Sweden (see below). Repatriated to Canada, 14 November 1943. Promoted Flying Officer, 23 November 1943. To "Y" Depot, Lacchine, 15 January 1944. Taken on strength of No.3 PRC, 14 February 1944. Promoted Flight Lieutenant, 13 September 1944. Repatriated 18 September 1944. To Technical Training School, 1 November 1944. To No.1 Air Command, 28 February 1945. To No.4 Release Centre, 28 April 1945. Retired 8 June 1945. DFM presented, DFC sent by registered mail. Recommendation drafted 19 March 1943 when he had flown 31 sorties (199 hours 25 minutes).

This airman is an outstanding captain of aircraft who has invariably exhibited the greatest keenness and enthusiasm for operations. He always presses home his attack with the utmost vigour and has completed operations against many of the most strongly defended objectives in enemy territory including Bremen, Essen and Le Creusot. On two occasions, undeterred by the failure of one engine before leaving the English coast, he has continued and successfully located and bombed his target. His courage and devotion to duty are of the highest order and have been an inspiration to his squadron.

NOTE: Public Record Office Air 2/8950 has original recommendation dated 19 March 1943 when he had flown 31 sorties (199 hours 25 minutes operational time) as follows:

30 May 1942 - Cologne (5.30)
1 June 1942 - Essen (4.20)
25 June 1942 - Bremen (6.40)
16 September 1942 - Essen (2.35, early return)
30 September 1942 - GARDENING, Baltic (8.30)
1 October 1942 - Wismar (7.15)
2 October 1942 - Krefeld (4.55)
5 October 1942 - Aachen (4.50)
6 October 1942 - Osnabruck (4.30)
13 October 1942 - Kiel (6.15)

15 October 1942 - Cologne (4.20)
17 October 1942 - Le Creusot (10.45)
7 November 1942 - Genoa (8.45)
13 November 1942 - Genoa (10.55)
18 November 1942 - Turin (9.20)
20 November 1942 - Turin (8.50)
27 November 1942 - GARDENING, Danzig, (2.10, recalled)
28 November 1942 - Turin (9.15)
6 December 1942 - Mannheim (6.40)
8 December 1942 - Turin (7.30)
30 December 1942 - GARDENING, Gironde Estuary (8.25)
8 January 1943 - Duisburg (6.05)
13 January 1943 - Essen (5.30)
16 January 1943 - Berlin (5.20, turned back over Denmark)
27 January 1943 - Dusseldorf (6.20)
30 January 1943 - Hamburg (4.20, turned back over Holland)
2 February 1943 - Cologne (5.25)
16 February 1943 - Lorient (6.20)
18 February 1943 - Wilhelmshaven (5.00)
21 February 1943 - Bremen (5.35)
25 February 1943 - Nuremburg (7.20)

As captain of aircraft, Flight Sergeant McDonald has carried out 31 sorties against the enemy, involving 199 hours flying. He has shown the greatest keenness to operate and has always pressed home his attacks with the utmost vigour and determination against some of the most heavily defended targets in Germany. On two occasions, undeterred by failure of one of his engines before leaving the English coast, he carried on and successfully located and bombed his objective. His courage and devotion to duty are of the highest order and have been an inspiration to the squadron.

McDONALD, P/O Charles Parkinson, DFM (J16989) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 7 April 1943 as per **London Gazette** dated 7 May 1943 and AFRO 1724/43 dated 27 August 1943.

One night in April 1943, this officer piloted an aircraft detailed to attack Spezia. On the outward flight, whilst still a considerable distance from the target, the fuel system developed a fault, causing excessive fuel consumption. Although aware that if he continued to Spezia he might be short of fuel during the return flight, Pilot Officer McDonald flew on to the target and made a successful attack. Displaying exceptionally skilful airmanship, he flew the aircraft back to this country and landed at an airfield near the coast. This officer displayed outstanding determination and devotion to duty. [On] Two previous occasions, in

difficult circumstances, he has exhibited commendable qualities in successfully completing his allotted task.

McDONALD, F/L Charles Parkinson, DFC, DFM (J16989) - **Bar to Distinguished Flying Cross** - No.83 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945.

Flight Lieutenant McDonald is a very experienced captain of aircraft who has consistently maintained a high standard of skill, resolution and tireless devotion to duty. He has completed numerous sorties which have included attacks on many important targets. Despite setbacks he has continued to show undiminished keenness to operate with coolness and courage in the air which are worthy of the highest praise. In April 1944 he was shot down into the sea but he rejoined his squadron and on his first sortie was forced to abandon his aircraft by parachute when he sustained a broken ankle. Again he rejoined his squadron in May 1944, when he participated in an attack on a target in France. Flight Lieutenant McDonald circled the target at a very low altitude in the face of persistent fighter opposition. He displayed superb airmanship in controlling his aircraft despite the intense blast effect of many exploding bombs.

NOTE: Public Record Office WO 208/3314 has MI.9 report following his return from Sweden (left Stockholm on 18 August 1943; arrived Leuchars 19 August 1943; interviewed 20 August 1943). Interviewed with P/O Victor W.J. Nunn, RAF (navigator). A member of No.83 Squadron at the time.

We were members of a crew of Lancaster aircraft which left Wyton (Hunts) at approximately 2130 hours on 20 April 1943 to bomb Stettin.

The other members of the crew, all of whom are at present in Sweden, were:

F/O Crebbin (rear gunner)
Flight Sergeant Ford (mid-upper gunner)
Sergeant Paley (bomb aimer)
Sergeant Parkinson (flight engineer), and
Sergeant Coles (wireless operator)

On our way to our target, at approximately midnight 20/21 April 1943, while flying at 16,000 feet, we were attacked by a Junkers 88, about 80 miles northwest of Stettin. Our rear gunner considers that this enemy aircraft was shot down by fire from his guns. Our aircraft however was set on fire, and Sergeant Ford was wounded in the left arm by cannon shells.

We carried on towards Stettin for some minutes after this attack. The fire in our

aircraft then became serious, and the Captain prepared the crew to bale out. He then turned the aircraft west, selected as a target the small town of Turgelow, about 30 miles northwest of Stettin, and dropped our H.E. bombs upon it from about 8,000 feet. By this time he thought it possible to reach the Swedish coast, and accordingly made towards it.

About 0100 hours on 21 April 1943 we made a forced landing in the sea about 250 yards off the village of Klagshamn, some five miles southwest of Malmo. The water was shallow and we waded ashore, carrying Flight Sergeant Ford.

Pilot Officer McDonald and Sergeant Parrington soon met a civilian who spoke good English. He took them to the local Swedish Military Headquarters near Klagshamn. The remainder of the crew remained on the beach, where a number of people soon collected. Eventually two Swedish farmers took them to a farm house, bandaged Ford's wounds, and gave them some food. The farmers also telephoned for a doctor and informed the local Military Headquarters.

Ford was taken by ambulance to a Military Hospital in Malmo, and the remainder of the crew joined McDonald and Parrington in Klagshamn.

Here we were thoroughly searched but not interrogated. We were given food and afterwards were taken under guard to another building in the village. We asked to see the British Consul in Malmo, but he was not allowed to visit us.

While at Klagshamn a Captain Jacobi and Lieutenant Franz of the Swedish Air Force, with a Swedish Army officer, visited us. Jacobi spoke fluent English and questioned McDonald on various technical points. He also asked him details about his operation, the state of training in England and the number of Air Force trainees in Canada. McDonald did not answer his questions.

In the afternoon of 21 April 1943 we were taken to a Military Hospital in Malmo where we saw Flight Sergeant Ford, and thence to a hotel where we were confined in a room. While there Jacobi invited us to a party. He had with him an engineer of the Swedish Air Force but he did not ask us further questions. He told us that a friend of his, one Hans Ostelius, would be meeting us shortly. Eventually this man appeared. He spoke perfect English and told us that he had been sent to meet us by the British Air Attache from Stockholm.

Next morning, 22 April 1943, we were taken to the railway station where we found several officers of the Swedish Air Force, and Ostelius. We were then taken by train to Stockholm. Ostelius travelled with us in our compartment. During the journey he contrived, in a most disarming manner, to ask us a number of questions upon the morale and technical equipment of the Royal Air Force. He

appeared extremely well informed.

On arrival at Stockholm we were met by Group Captain Haycock and Squadron Leader Fleet of the British Legation, but they were hardly allowed to converse with us at all. We were then taken to a hotel. Here we were provided with civilian clothes and later we were allowed to visit Group Captain Hatcock at his flat, where he interrogated us separately.

On 23 April 1943 we were sent by train to Fallun, where we were interned until 16 August 1943. While we were here Flight Sergeant Ford joined us.

On 16 August we left Falun for Stockholm.

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McDONALD, S/L David Scott Dick (C1890) - **Member, Order of the British Empire** - No.1 Requirements Detachment (now CJS Washington) - 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 Edinburgh, Scotland, 27 May 1908 (RCAF Press Release 4907 reporting award). Educated in Winnipeg and at the Technical University of Manitoba. Employed by Great Bear Lake Mining as publishing agent. Home in Winnipeg; enlisted in Ottawa, 22 April 1940 as Equipment Assistant. Holding rank of Flight Lieutenant as of 15 July 1941. At AFHQ as of 5 January 1942. Promoted Squadron Leader, 1 February 1943. To Canadian Joint Staff, Washington, 31 May 1944. Promoted Wing Commander, 1 July 1945. Reverted to Squadron Leader in postwar RCAF as of 1 October 1946 (service number 19529) in Materiel Command Headquarters. To AFHQ, 18 August 1947. To Canadian Joint Staff, Washington, 2 October 1947. To Material Command Headquarters, 24 August 1948. To Canadian Joint Staff, Washington, 16 December 1949. To RCAF Detachment, Dayton, 2 August 1951. Promoted Wing Commander, 1 January 1952. RCAF photo PL-1744 shows him as Flying Officer, late 1940.

This officer, for the past year and a half at this Requirements Detachment, has displayed consistent devotion to duty over and above normal requirements. He has at all times evinced a willingness to assist personnel, including those not directly concerned with his own immediate problems. His ability and consistent cheerful co-operative spirit have been of material assistance to those associated with him in overcoming a multitude of problems during a critical period. This officer's praiseworthy qualities have made a considerable contribution to the Allies' war effort.

McDONALD, S/L David Scott Dick, MBE (19529) - MCHQ - Legion of Merit (Degree of Officer) - Awarded as per AFRO 120/47 dated 7 March 1947. Colonel R.E.S. Williamson, Military Attache, writing to AFHQ, 26 July 1946, has citation.

Wing Commander D.S.D. McDonald, Royal Canadian Air Force, performed outstanding service to the United States, as Commanding Officer of No.1 Requirements Detachment, Air Technical Service Command, Dayton, Ohio, from November 1942 to November 1945. He ably devised and initiated a plan for the expeditious transfer of Army Air Forces aeronautical equipment to the Canadian Government, which was reflected in the subsequently reduced costs and manpower requirements of the Army Air Forces.

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McDONALD, Flight Sergeant (now Warrant Officer) Donald Malcolm (R68535, later J17249) - **Distinguished Flying Medal** - No.103 Squadron - Award effective 2 November 1942 as per **London Gazette** dated 6 November 1942 and AFRO 272/43 dated 19 February 1943. Born in Fort William, Ontario, 11 June 1912 (grain elevator operator); enlisted there 29 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 16 September 1940 when posted to No.2 WS; to No.2 BGS, 19 January 1941; graduated and promoted Sergeant, 17 February 1941; to Embarkation Depot, date uncertain; to overseas, 5 April 1941. Promoted Flight Sergeant, 1 November 1941; promoted WO2, 1 November 1942; commissioned 8 April 1943. Promoted Flying Officer, 8 October 1943. Promoted Flight Lieutenant, 15 January 1944. Repatriated 23 September 1944. To No.1 Composite School, 15 November 1944. To No.2 Air Command, 15 December 1944. To No.5 Release Centre, 25 November 1945. Retired 28 November 1945. Living in Fort William in 1951.

Flight Sergeant McDonald, serving as first wireless operator, has participated in a number of operational sorties. On one occasion, when attacking Essen by night, his aircraft was severely damaged by anti-aircraft fire and the wireless was rendered unserviceable. Showing great presence of mind and resourcefulness he effected a repair with chewing gum. By his determination and courage Flight Sergeant McDonald has materially assisted in the successful completion of his many operational missions.

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McDONALD, WO (now P/O) Francis Joseph (R124672/J92494) - **Mention in Despatches** - No.15 (P) AFU - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 918/45 dated 1 June 1945. Born 22 March 1922. Home in Glace Bay, Nova Scotia; enlisted in Halifax, 27 August 1941 and posted to No.1 Manning Depot. To No.31 Radio School, 12 September 1941 (guard); to No.6 ITS, 10 November 1941; to Trenton, 2 January 1942; promoted LAC, 14 January 1942; to No.1 WS 31 January 1942; to No.9 BGS, 12 September 1942; graduated and promoted Sergeant, 9 October 1942. To "Y" Depot, 10 October 1942. To RAF overseas, 22 November 1942. Promoted Flight Sergeant, 9 April 1943. Promoted WO2, 9 October 1943. Commissioned 25 November 1944. Repatriated 8 December 1944. To Moncton,

20 January 1945. To No.1 Release Centre, 1 March 1945. Retired 9 March 1945.

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McDONALD, F/O Hector William (J25007) - **Mention in Despatches** - No.570 Squadrons - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 29 December 1920 in Prince Rupert, British Columbia; home there (fish packer, arc welder); enlisted in Vancouver, 13 December 1941. To No.3 Manning Depot, Edmonton, 7 January 1942. To No.1 BGS, Jarvis, 15 March 1942 (guatd). To No.6 ITS, Toronto, 24 May 1942; graduated and promoted LAC, 17 July 1942 but **not** posted to No.9 EFTS, St.Catharines until 16 August 1942; graduated 9 October 1942 and posted next day to No.11 SFTS, Yorkton; graduated and commissioned, 2 April 1943. To No.1 GRS, Summerside, 17 April 1943. To "Y" Depot, 4 July 1943. To RAF Trainee Pool, 23 July 1943. Embarked from New York, 24 July 1943. Disembarked in Britain, 31 July 1943 and taken on strength of No.3 PRC, Bournemouth. To No.14 (Pilots) AFU, 17 August 1943. Promoted Flying Officer, 2 October 1943. To No.81 OTU, 9 November 1943. Attached to No.42 OTU (Ashbourne), 29 March to 19 April 1944. Posted from No.81 OTU to No.570 Squadron, 19 April 1944. Attached to Station Tilstock (No.1665 Heavy Conversion Unit), 13-25 July 1944. Attached to Bristol Aero Company, 16 September to 20 October 1944. Promoted Flight Lieutenant, 2 April 1945. Posted from No.570 Squadron to Station Snaith, 25 June 1945. To No.422 Squadron, 25 July 1945. Repatriated via Lachine, 26 September 1945. Retired 10 November 1945. Postwar he attended University of British Columbia, then dental school at University of Oregon (Portland). Married there, then back to Prince Rupert to start a dental practice. In 1966 Hector returned to the University of Oregon where he was the oldest orthodontic student in the United States. He moved his family from Prince Rupert to Victoria in 1968 to start a new practice before retiring in 1989. In his 70's, he went to University of Victoria and graduated with a degree in Latin and Roman history. Died In Victoria, 30 July 2007. Certificate sent 16 August 1948.

McDONALD, F/L Hector William (J25007) - **Mention in Despatches** - No.570 Squadrons - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946.

Operational Sorties:

8 May 1944 - Albermarle PP 1702 (5.05) - SOE, Dick 86 - six containers, two panniers - incomplete, "no reception."

24 May 1944 - Albermarle E7Y, 1811 (4.05) - Butler 26, SOE - six containers, two panniers - completed.

6 June 1944 - Albermarle E7Y, 1811 (3.00) - Mallard, glider lift - completed.

10 August 1944 - Stirling E7Y, EF306 (7.30) - Bob 177, SOE - 24 containers, one pannier -

completed.

24 August 1944 - Stirling E7Y, EF306 (6.20) - Bob 267, SOE - 24 containers, one pannier, completed.

25 August 1944 - Stirling E7Y, EF306 (5.05) - Tony 1, SOE - 24 containers, one pannier, completed.

31 August 1944 - Stirling E7Y, EF306 (5.35) - Ditcher 50, SOE - 24 containers, one pannier, completed.

10 September 1944 - Stirling E7Y, EF306 (5.15) - Bob 256, SOE - 24 containers, completed.

17 September 1944 - Stirling E7Y, EF306 (4.30) - Market, glider tow, completed.

19 September 1944 - Stirling E7M (4.40) - Market resupply, 24 containers, four panniers, completed.

20 September 1944 - Stirling E7Y, EF306 - Market resupply, 24 containers, five panniers, completed.

24 October 1944 - Stirling IV "T" (4.005) - SOE, Criena I - 24 + 4, Holland - uncompleted, no reception.

3 November 1944 - Stirling IV "T" (6.30) - Search "Wej" (or "Wet"), Norway, completed.

8 November 1944 - Stirling IV "T" (8.25) - SOE, Bit 8, Norway, completed.

23 November 1944 - Stirling IV "EV" (10.00) - SOE, Cropper 22, Norway, uncompleted, no reception.

4 February 1945 - Stirling IV, E7N (5.20) - 24 x 500 lbs, bombing, Germany, completed.

26 February 1945 - Stirling IV, E7V(4.15) - 24 x 500 lbs, bombing, Germany, completed.

24 March 1945 - Stirling IV "T" (4.50) - Varsity tow, completed.

2 April 1945 - Stirling IV "J" (4.25) - SOE, Everts 3, Holland, 2 + 24 + 6, uncompleted, weather.

18 April 1945 - Stirling IV E7M, (5.15) - petrol transport, duty carried out.

20 April 1945 - Stirling IV E7V, LK292 (5.40) - petrol transport, return with troops, duty carried out.

26 April 1945 - Stirling "J" or "V" (7.35) - SOE Tablevam (?), Denmark, 24 + 2, completed.

11 May 1945 - Stirling "T" (8.35) - Doomsday, Norway, completed.

13 May 1945 - Stirling 82C (or 8ZC) - Doomsday, Norway, completed.

16 May 1945 - Stirling IV E7M , PW422 (3.10) - transport troops, return with troops, duty carried out.

18 May 1945 - Stirling IV E7T, PW406 (3.30) - transport troops, return with troops, duty carried out.

20 May 1945 - Stirling IV E7T, PW406 (2.25) - transport troops, return with troops, duty carried out.

23 May 1945 - Stirling IV E7X, PW449 (2.50) - transport troops to Brussels, duty carried out.

24 May 1945 - Stirling IV E7T, PW406 (2.10) - transport troops to Brussels, duty carried out.

29 May 1945 - Stirling IV E7T, PW406 (2.15) - transport troops to Brussels, duty carried out.

31 May 1945 - Stirling IV E7T, PW406 (3.05) - transport, troops, duty carried out.

8 June 1945 - Stirling IV, "T" (6.10) - transport troops, completed.

13 June 1945 - Stirling IV "L" (8.25) - transport troops, completed.

Training: At No.9 EFTs flew Tiger Moths (32.50 dual day, 27.20 solo day, 4.30 dual night) and Link (11 hours); 10.20 dual to first solo and 10.25 on instruments. Placed fourth in a class of 44.

At No.11 SFTS flew Cranes (66.25 day dual, 67.25 day solo, 10.35 night dual, 7.25 night solo). Of this, 26.20 on instruments, 19.05 in formation. Flew 7.05 dual too first solo. Also logged 25 hours in Link. Placed 21st in class of 46. "A good average pilot with no outstanding faults."

Course at No.14 (P) AFU was 17 August to 9 November 1943 on Oxford aircraft (5.15 day dual to first day solo, 34.10 day dual total, 22.30 day solo; 1.50 night dual to first night solo, 8.10 night dual, 14.10 night solo. "A steady average pilot on twins. He had slight trouble with landings but generally made good progress; his navigation has been exceptionally good. Has worked hard and should prove useful on a squadron." (G/C A.H. Peck, 7 November 1943).

Course at No.81 OTU was 9 November 1943 to 28 January 1944 on Whitley V aircraft (4.40 day dual to first day solo, which was total dual, 39.15 day solo, 4.05 night dual followed by 33.50 night solo). Of this, 24.15 on instruments and 15 hours in Link. "A good average pilot who is

very keen and works very hard. Has completed a successful course and should develop into a satisfactory captain.” (W/C D.S. Robertson, 4 April 1944).

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McDONALD, F/L John Douglas (J93098) - **Croix de Guerre 1940 with Palm (Belgium)** - Award effective 27 June 1947 as per **London Gazette** of that date and AFRO 403/47 of dated 25 July 1947. Born 19 August 1919. Home in Teeswater, Ontario; enlisted in London, Ontario, 25 June 1941 for General Duties and posted to No.1 Manning Depot. Promoted AC1, 25 September 1941. To Windsor Recruiting Centre, 6 October 1941. Promoted LAC, 1 January 1942. Remustered to aircrew, 4 July 1942 when posted to No.6 ITS; may have graduated 28 August 1942 but not posted to No.12 EFTS until 12 September 1942; may have graduated 6 November 1942 but not posted to No.9 SFTS until 20 November 1942; graduated and promoted Sergeant, 6 April 1943. To No.1 GRS, 23 April 1943. To No.31 OTU, 25 June 1943. To “Y” Depot, 21 September 1943. Promoted Flight Sergeant, 6 October 1943. Taken on strength of No.3 PRC, 8 October 1943. Promoted WO2 and WO1, dates uncertain. Commissioned 10 December 1944. Promoted Flying Officer, 10 June 1945. Repatriated 2 August 1945. Retired 24 September 1945. Re-engaged 25 July 1946 as LAC in Clerk/Accounts; further service uncertain.

McDONALD, F/L John Douglas (J93098) - **Chevalier of the Order of Leopold with Palm (Belgium)** - No.58 Squadron - Award effective 27 June 1947 as per **London Gazette** of that date and AFRO 403/47 of dated 25 July 1947. Public Records Office Air 2/9110 has recommended citation (believed to be for this award) and identifies unit. He had flown 29 sorties (267 hours).

This officer has made many attacks on enemy vessels at sea. On 12th March, 1945, he located and illuminated with flares the enemy minesweeper "Rolandseck", the vessel being sunk. On 22nd March 1945, Pilot Officer McDonald detected enemy vessels in Sandefjord Harbour. In the face of intense enemy fire he delivered an accurate attack, scoring a near miss on one of the larger ships. He has made eight other attacks on enemy vessels at sea, pressing home his attacks in spite of intense opposition and enemy night fighters.

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

Halifax E/58 - Captain P/O McDonald - 2150, 12th March 1945 - 57.15 N 11.40 E, Kattegat. Aircraft on anti-shiping patrol obtained radar contact, homed and sighted an M/V of 3,000 tons with one escort vessel. Aircraft attacked the M/V from 4,500 feet with six 500-lb M.C. bombs, nose plugged, .025 seconds delay spaced at 80 feet. The last bomb scored a direct hit on the vessel's stern and was followed by considerable red sparks and smoke. Ship appeared to have stopped as no wake was seen as aircraft turned away.

Halifax J/58 - Captain P/O McDonald - 2248, 22nd March 1945 - 58.07 N 10.15 E,

Sandefjord - Aircraft on anti-shipping patrol sighted five vessels in harbour and attacked the largest, approximately 5,000 tons, dropping six 500-lb M.C. bombs, tail fused, spaced 80 feet, from 4,500 feet. Very near miss estimated across bows of vessel. No other results seen due to evasive action from flak.

Halifax O/58 - Captain P/O McDonald - 2240, 25th March 1945 - 58.05 N 10.55 E, Skagerrak. Aircraft on anti-shipping patrol homed on a radar contact ten miles and sighted two M/Vs 3,000 tons, course 170 degrees ten knots. Aircraft attacked leading vessel dropping six 500-lb M.C. bombs, tail fused from 4,500 feet. Estimated bombs fell to port of vessel. Aircraft damaged by flak.

Halifax X/58 - Captain P/O McDonald - 2310, 30th March 1945 - 58.02 N 11.02 E, Skagerrak. Aircraft on anti-shipping patrol obtained radar contact at 15 ½ miles, homed and sighted an M/V of 3,000 tons with two escort vessels on course 140 degrees 8 knots. Aircraft attacked the M/V from 4,500 feet with six 500-lb M.C. bombs, nose plugged, .04 seconds tail delay, spaced at 80 feet, but owing to evasive action from flak, no results were observed.

Halifax Q/58 - Captain P/O McDonald - 0048, 3rd April 1945 - 58.02 N 11.10 E, Skagerrak. Aircraft on anti-shipping patrol following a radar contact illuminated a Merchant vessel of 2,000 tons, course 150, 10 knots, and attacked from 4,500 feet with six 500-lb M.C. bombs, nose plugged, tail delay, spaced 80 feet. No results observed.

Halifax C/58 - Captain P/O McDonald - 0159, 15th April 1945 - 58.19 N 10.35 E, Skagerrak. Aircraft on anti-shipping patrol homed on a radar contact and illuminated M/V 1,000 tons course 240 degrees, 8 knots, and attacked from 4,500 feet with seven 500-lb M.C. bombs, nose plugged, .04 second tail delay, spaced 80 feet. No results observed.

Halifax X/58 - Captain P/O McDonald - 0037, 20th April 1945 - 56.45 N 11.20 E, Kattegat. Aircraft on anti-shipping patrol following a radar contact sighted one M/V 5,000 tons, two M/Vs of 3,000 tons and one unidentified vessel, course 180, ten knots. "X" attacked from 4,500 feet with six 500-lb M.C. bombs, nose plugged, tail .04 seconds delay, spaced 80 feet, which undershot by approximately 30 yards. No results seen.

Halifax X/58 - Captain P/O McDonald - 0022, 23rd April 1945 - 58.21 N 09.04 E., Skagerrak. Aircraft on anti-shipping patrol homed on a radar contact and sighted M/V 2,000 tons, one M/V 1,000 tons on course 140, eight knots and made an attack on larger M/V from 2,700 feet with six 500-lb M.C. bombs, nose fused, .04 seconds tail delay and spaced 80 feet. Bombs burst ship's length astern.

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McDONALD, F/L John Gordon (J5059) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 16 June 1942 as per **London Gazette** dated 22 September 1942 and AFRO 1659/42 dated 16 October 1942. Born in Toronto, 28 January 1917; home in Islington, Ontario. Telephone operator at a hotel (1936-1937) and accounts clerk for Empire Life (1937-1940). Completed about one quarter of ICS Aeronautical Engineer course. Enlisted in Kingston, 2 July 1940. To No.8 (BR) Squadron, 16 August 1940. To No.1 ITS, 11 October 1940; graduated and promoted LAC, 4 November 1940 when posted to No.3 EFTS; to No.8 SFTS, 16 January 1941. Graduated and promoted Sergeant, 22 April 1941; commissioned 23 April 1941. To Embarkation Depot, date uncertain; to RAF overseas, 3 May 1941. To No.207 Squadron, date uncertain. Attached to No.6 Battle Flight, 18 January 1942. Attached to No.25 OTU, 26 January 1942. To No.83 Squadron, 21 March 1942. Promoted Flying Officer, 23 April 1942. Missing, presumed dead, 10 September 1942 (Lancaster W4104, No.83 Squadron; other members of the RCAF killed were Flight Sergeant D.J. Calderwood and Warrant Officer H.R. Watson).

This officer has carried out many sorties on heavily defended targets in the Ruhr, Germany and occupied territory in France. One day in May 1942 he participated in the strong attack on Cologne. Whilst over the target area his aircraft was heavily engaged by the defences. The aircraft was extensively damaged but he flew it safely back to base. His courage and skill were worthy of high praise.

Public Records Office Air 2/9598 has recommendation dated 27 June 1942 when he had flown 19 sorties (93 hours 25 minutes) with sortie list and a more detailed citation. Pilot Officer at the time.

No.207 Squadron

13 October 1941 - Huls (5.10)
21 October 1941 - Bremen (6.25)
7 November 1941 - Cologne (5.05)
27 November 1941 - Dusseldorf (6.00)
8 December 1941 - Aachen (5.15)
2 January 1942 - St.Nazaire (6.15)
6 January 1942 - Brest (5.45)
9 January 1942 - Brest (5.25)
10 January 1942 - Wilhelmshaven (6.35)

No.83 Squadron

5 May 1942 - Paris (4.30, Nickle drop)
30 May 1942 - Cologne (5.15)
1 June 1942 - Essen (4.50)
2 June 1942 - Essen (4.00)

6 June 1942 - Emden (3.50)
8 June 1942 - Essen (3.40)
11 June 1942 - GARDENING, Nectarines (3.00)
19 June 1942 - Emden (3.00, not successful)
21 June 1942 - Gardening, Nectarines (4.10)
25 June 1942 - Bremen (5.15, target of last resort)

This pilot has now completed 19 operational sorties and has been engaged recently on heavily defended targets in the Ruhr and Germany and occupied France. He is most keen, enthusiastic and combines a high sense of duty and outstandingly good morale which is brightly reflected by the other members of his crew.

On the 31st May 1942 [sic] Pilot Officer McDonald was detailed to take part in the big attack on Cologne. When he arrived over the target he was heavily engaged by the defences and caught in a cone of searchlights. He was at 16,000 feet, but despite the most violent evasive action he was unable to evade the searchlights and flak fire until he had gone down to a very low altitude in the region of 50 feet. The aircraft was extensively damaged; hydraulic system badly shot up, perspex in the front turret was shot away and port engine holed and innumerable other minor damage. Despite this, Pilot Officer McDonald still continued to the target and proceeded to bomb Cologne well under 5,000 feet. He then turned for home and arrived safely at base, where he was faced with a crash landing. This he proceeded to execute with the greatest skill and the minimum damage to the aircraft. He thus brought his crew and his aircraft safely back to base, and even after this very hazardous trip Pilot Officer McDonald and his crew displayed the highest morale and greatest good humour over the entire incident.

This officer sets a high example, and his courage and cheerfulness are indeed deserving of the highest praise.

The website "Lost Bombers" gives the following on his final sortie. Lancaster W4104 of No.83 Squadron (OL-A), target Dusseldorf, 10/11 September 1942. This aircraft was delivered to No.49 Squadron on 2 August 1942, joining No.83 Squadron on 1 September 1942. W4104 took part in the following operations: with No.49 Squadron, no operations; with No.83 as OL-A, Karlsruhe, 2/3 September 1942; Bremen, 4/5 September 1942; Duisburg, 6/7 September 1942; Frankfurt, 8/9 September 1942; Dusseldorf, 10/11 September 1942 (lost). When lost this aircraft had a total of 68 hours. Airborne at 0043 hours of 11 September 1942 from Wyton. Crashed at Neuss. Full crew (all killed) consisted of F/O J.G.McDonald DFC, RCAF; Sergeant A.G.Cook; F/O H.L.Mazengarb, RAAF; Flight Sergeant D.J.Calderwood, RCAF; Sergeant P.W.A.Samwell; Flight Sergeant H.R.Watson, RCAF; Sergeant G.G.Millard.

Training: At No.1 ITS he placed 66th in a class of 224. "Should make excellent pilot.

Determined, self-confident. Very keen, alert. Instils confidence. Excellent type.”

At No.3 EFTS flew Finch II (24.30 dual, 25.40 solo) and placed sixth in class (not sure how big the class was). “Needs more practice aerobatics and instrument flying - generally good.”

At No.8 SFTS flew Ansons (41.45 day dual, 46.05 day solo, 3.30 night dual, 6.20 night solo, and 10.30 in Link). “Very capable and confident pilot. Instructor material.” (F/L K.L.B. Hodson, 19 April 1941). Placed first in class of 20.

Notes: In flying accident, 3 July 1942, Anson N9909 with P/O O.R. Waterbury (navigator); no injuries. Aircraft of No.83 Squadron was on cross-country from Scapton to Preston. About 35 minutes after takeoff, oil pressure in port engine decreased and then fell off. Oil temperature decreased. He closed throttle, turned off petrol and switched off engine. Propellor continued to windmill and after about five minutes the engine vibrated considerable and propellor broke off. He made a forced landing at Burtonwood with no further damage. Port engine had seized owing to cracked oil feed pipe.

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McDONALD, P/O John Robert (J7978) - **Distinguished Flying Cross** - No.49 Squadron (AFRO says only "Attached to RAF Squadron") - Award effective 6 November 1942 as per **London Gazette** dated 20 November 1942 and AFRO 1962/42 dated 4 December 1942. Born in Victoria, 21 June 1917; home there; enlisted in Vancouver, 11 February 1941 and immediately posted to No.2 Manning Depot. To No.10 Repair Depot, 15 March 1941. To No.2 ITS, 3 May 1941. Promoted LAC, 7 June 1941 and posted that date to No.13 EFTS; to No.15 SFTS, 26 July 1941. Graduated and commissioned 7 October 1941. To RAF overseas, 3 November 1941. Promoted Flying Officer, 1 October 1942. DFC presented at Buckingham Palace, 9 March 1943. Promoted Flight Lieutenant, 17 April 1943. Promoted Squadron Leader, 23 March 1944. Repatriated 16 September 1945. To No.9 Transport Group Headquarters, 27 November 1945. To No.168 (Heavy Transport) Squadron, 6 December 1945. To Release Centre, 10 February 1946. Released 12 February 1946. DSO presented 5 March 1949. Photo PL-15579 taken outside Buckingham Palace after investiture, posed with a family friend, one Colonel Vincent McKenna, MC, ED.RCAF photo PL-15935 (ex UK-3946 dated 20 May 1943) shows crew of No.405 Squadron - FS G. Bellamy (RAF), Sergeant J. Gibbs (Bowmanville, later DFC), F/L J.R. McDonald, DFC (Saskatoon), FS R.W. Wright, DFM (Saskatoon), FS J.D. Routledge (Mission, British Columbia, later DFC) and Sergeant K.F. Stouffer (Fort Erie, Ontario).

This officer has taken part in many operations and on each occasion has successfully completed his mission at all times. This officer has displayed the greatest enthusiasm and determination to press home the attack, regardless of difficulties or dangers to be faced. Pilot Officer McDonald participated in the daylight attack on Le Creusot and Milan, and has made the extremely long flight to attack Genoa.

McDONALD, S/L John Robert, DFC (J7978) - **Distinguished Service Order** - No.405 Squadron - Award effective 29 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944.

Since being awarded the Distinguished Flying Cross, this officer has completed very many sorties against a wide range of targets. He has displayed a high degree of skill, keenness and determination throughout and his example has been most inspiring. He is a very efficient and zealous flight commander and has rendered extremely valuable service in the training of other members of the squadron.

Note: For Combat Reports relating to his career see entries for R.M. Griffiths and J.D. Routledge..

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McDONALD, F/O John Woodrow (J19726) - **Distinguished Flying Cross** - No.405 Squadron - Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 17 September 1917 in Prince Albert, Saskatchewan; home there (bookkeeper); enlisted in Saskatoon, 20 May 1942 and posted to No.2 Manning Depot. To No.7 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.6 EFTS until 24 October 1942; may have graduated 18 December 1942 but not posted to No.4 SFTS until 3 January 1943; graduated and promoted Sergeant, 30 April 1943. To "Y" Depot, 4 May 1943. To RAF overseas, 26 May 1943. Commissioned 20 January 1944. Promoted Flight Lieutenant, 20 July 1943. Repatriated 22 March 1945. To No.6 Release Centre, 21 May 1945. Retired 28 May 1945. DFC and Bar presented 14 February 1948. Died in Prince Albert, 1 June 2007 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2007. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9039 has recommendation dated 21 October 1944 when he had flown 34 sorties (172 hours 44 minutes).

* counted as 1/3 operation

18 April 1944 - Noisy-le-Sec (5.20)*
20 April 1944 - Lens (4.40)*
22 April 1944 - Dusseldorf (5.00)
24 April 1944 - Karlsruhe (5.50)
27 April 1944 - Essen (5.15)
28 April 1944 - Aulnoye (4.45)*
30 April 1944 - Somain (4.45)*
1 May 1944 - St.Ghislain (4.45)
8 May 1944 - Haine St.Pierre (4.10)
27 May 1944 - Bourg Leopold (4.15)

31 May 1944 - Au Fevre (4.20)
2 June 1944 - Neufchatel (3.35)
6 June 1944 - Coutances (4.30)
7 June 1944 - Acheres (5.05)
9 June 1944 - Le Mans (5.55)
14 June 1944 - St.Pol (4.00)
16 June 1944 - Boulogne (3.40)
18 June 1944 - Oisemont-Neuville-au-Bois (4.10)
22 June 1944 - St.Martin (4.10)
24 June 1944 - Bamieres (3.50)
27 June 1944 - Foret d'Eavy (4.50)
4 July 1944 - Biennais (4.20)
6 July 1944 - Biennais (3.30)
16 July 1944 - Caen (4.20)
18 July 1944 - Wesseling (5.20)
20 July 1944 - Ferme de Forestel (4.05)
24 July 1944 - Ferfay (3.30)
25 July 1944 - Stuttgart (1.45, DNCO)
14 August 1944 - TRACTABLE 22 (2.33)
15 August 1944 - Melsbroek (4.35)
16 August 1944 - Stettin (8.03)
26 August 1944 - Kiel (5.29)
29 August 1944 - Stettin (9.13)
20 September 1944 - Calais (1.59)
5 October 1944 - Saarbrucken (4.27)
14 October 1944 - Duisburg (3.26)
15 October 1944 - Wilhelmshaven (3.59)
19 October 1944 - Stuttgart (5.10)

Flying Officer McDonald is an extremely capable and efficient Captain, who has now 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. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

McDONALD, F/L John Woodrow, DFC (J19726) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945.

This officer has completed two tours of operational duty which have included attacks against a wide range of enemy targets. Since the award of the

Distinguished Flying Cross he has completed many further sorties. He has proved himself to be a skilful and determined pilot and captain of aircraft and by his high courage in the face of danger he has set an excellent example to all his crew.

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McDONALD, F/O Joseph Owen (J28191) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 6 December 1911 in Winnipeg; home there (clerk); enlisted there 1 June 1942. Granted Leave Without Pay until 11 August 1942 when posted to No.3 Manning Depot. To No.4 ITS, 10 October 1942; graduated and promoted LAC, 12 December 1942 at which time he was classified as a Navigator Trainee. However, not posted to No.7 AOS until 20 February 1943; graduated and commissioned on 9 July 1943. To "Y" Depot, 23 July 1943. To RAF overseas, 2 August 1943. Promoted Flying Officer, 6 January 1944. Repatriated 14 May 1945. Retired 28 June 1945. Medal presented 11 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation by W/C C.A. Tambling dated 15 April 1945 when he had flown 35 sorties (187 hours 20 minutes), 27 May 1944 to 20 March 1945. NOTE: In recommendation his name is spelled "MacDonald".

This officer, navigator of the crew captained by Squadron Leader Holmes, has now completed thirty-five trips over enemy territory including several long distance targets which called for a high degree of navigational ability.

Flying Officer MacDonald has at all times displayed courage and coolness of a very high order and his exceptional skill and devotion to duty has contributed much to the successful completion of his operational flights including many specialist mining sorties. He has also taken a very keen interest in the working of his section where his experience and advice has done much to improve the efficiency of the junior members of the Navigation section.

I consider this officer, by his co-operative and unselfish example, plus his splendid record of achievement, fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

27 May 1944 - Bourg Leopold (4.45)
31 May 1944 - Au Fevre (4.40)
10 June 1944 - Versailles (5.25)
14 June 1944 - Cambrai (4.10)
16 June 1944 - Sautrecourt (3.50)
17 June 1944 - Oisemont (4.05)

27 June 1944 - Wizernes (3.30)
28 June 1944 - Metz (6.40)
4 July 1944 - Villeneuve St. George (6.00)
6 July 1944 - Siracourt (1.55, engine failure)
12 July 1944 - Bremont (4.10)
14 July 1944 - Anderbelck (3.10)
17 July 1944 - Gardening, Heligoland (4.50)
4 August 1944 - Bois de Casson (4.45)
5 August 1944 - St. Leu d'Esserent (4.30)
7 August 1944 - La Hogue (4.10)
8 August 1944 - Gardening Brest (5.15)
12 August 1944 - Brunswick (1.45, fire in aircraft)
14 August 1944 - Falaise (4.15)
15 August 1944 - Tassily (4.05)
16 August 1944 - Kiel (5.10)
27 August 1944 - Marquise (3.15)
28 August 1944 - Bois de St. Remis (3.45)
23 October 1944 - Essen (5.35)
25 October 1944 - Hamburg (4.50)
28 October 1944 - Gardening Oslo (6.15)
1 November 1944 - Oberhausen (6.15)
4 December 1944 - Karlsruhe (6.35)
5 December 1944 - Soest (7.05)
18 December 1944 - Duisburg (6.55)
21 December 1944 - Gardening Oslo (7.05)
18 February 1945 - Gardening, Ludwigshaven (6.20)
7 March 1945 - Goch (5.45)
8 March 1945 - Gardening, Pomeranian Bay (7.30)
12 March 1945 - Dortmund (6.35)
14 March 1945 - Zweibrucken (7.00)
20 March 1945 - Hemmingstadt (5.30)

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McDONALD, F/O Lloyd George (J14218) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 27 December 1918 in Chapleau, Ontario. Home in Toronto; graduated from University of Toronto, 1940. In final year at university he joined Canadian Press as a "messenger" (job actually entailed rewriting news copy, keypunch duties, general assistance in newsroom). Also in Cameron Highlanders. Enlisted in Toronto, 19 November 1941. To No.1 Manning Depot, 21 December 1941. To No.5 ITS, 28 March 1942. Graduated and promoted LAC, 23 March 1942 when posted to No.1 AOS; graduated and commissioned, 11 September 1942; to "Y" Depot, 25 September 1942; to RAF overseas, 22

October 1942. Promoted Flying Officer, 11 March 1943. Posted to No.426 Squadron in March 1944 as part of P/O J.H. O'Neil's crew; incident was on 12 May 1944. Posted to No.1659 HCU, 31 July 1944. Promoted Flight Lieutenant, 11 September 1944. Repatriated 3 February 1945. Retired 22 March 1945. Postwar he returned to journalism with CP; covered the United Nations in the latter half of the United Nations as well as the Hungarian Revolution of 1956. After years in New York he became head of Winnipeg Bureau, CP, 1960; became chief of CP Ontario service. After three years as news features editor he became general night editor. Retired 1981. Died in Barrie, Ontario, 8 December 1994 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March 1995 which give name as Lloyd E. McDonald). Medal presented 22 June 1949. Photos PL-34231 and PL-35246 show him.

This officer has completed a large number of sorties against enemy targets, including Berlin and Brunswick. At all times he has displayed the highest degree of navigational skill and has been in no small way responsible for the successful completion of many operations. On one occasion his aircraft was severely damaged by an enemy fighter but, working under extreme difficulties, Flying Officer McDonald successfully navigated his aircraft back to an emergency base in this country where a safe landing was made. His navigational skill, coolness and determination have been of the highest order.

DHH file 181.009 D.4413 (Library and Archives RG.24 Volume 20649) has recommendation drafted 27 July 1944 when he had flown 23 ½ sorties (116 hours 40 minutes); sortie list and submission as follows: compare with that of F/O W.S. Patterson.

14 January 1944 - Brunswick (6.15)
27 January 1944 - Berlin (8.05)
30 January 1944 - Berlin (6.50)
15 February 1944 - Berlin (7.50)
24 March 1944 - sea search (4.30)
9 May 1944 - Calais (3.20)
10 May 1944 - Ghent (3.55)
12 May 1944 - Louvain (3.35)
27 May 1944 - Bourg Leopold (4.55)
2 June 1944 - Neufchatel (3.50)
6 June 1944 - Coutances (4.20)
7 June 1944 - Acheres (5.20)
9 June 1944 - Le Mans (6.10)
15 June 1944 - Boulogne (4.05)
16 June 1944 - Sterkrade (4.50)
21 June 1944 - St. Martin (4.00)
23 June 1944 - Bientques (3.45)
24 June 1944 - Bamieres (3.45)
27 June 1944 - Foret d'Eawy (4.00)

28 June 1944 - Metz (6.25)
15 July 1944 - Nucourt (4.05)
17 July 1944 - Caen (3.55)
18 July 1944 - Wesseling (5.10)
24 July 1944 - Ferfay (3.35)

This officer has completed a large number of sorties against enemy targets, including Berlin, Brunswick and Sterkrade. He has displayed on all occasions the highest degree of navigational skill and has been in no small way responsible for the successful completion of many sorties. On one occasion his aircraft was severely damaged by a fighter when 20-mm cannon shells passed through air aircraft fuel system and hydraulics being rendered unserviceable. Flying Officer McDonald, working under extreme difficulties, successfully navigated his aircraft back to an emergency base in this country where a safe landing was made.

At all times this officer's coolness and determination has been of the highest order and he is strongly recommended for the award of the non-immediate DFC.

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McDONALD, P/O Lloyd Henry (J90515) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 4 October 1919 in Abbey, Saskatchewan; home in Regina (bank clerk); enlisted Saskatoon, 11 November 1941 as "Tradesman" and posted to No.1 Manning Depot. To No.2 ITS, 3 January 1942 where he was classified as a Clerk. Promoted AC1, 17 March 1942. Promoted LAC, 1 July 1942. Remustered to aircrew training, 24 August 1942. Posted to No.15 EFTS, 26 August 1942; may have graduated 20 November 1942 but not posted to No.11 SFTS until 5 December 1942; graduated and promoted Sergeant, 2 April 1943. To "Y" Depot, 16 April 1943. To RAF overseas, 3 May 1943. Promoted Flight Sergeant, 2 October 1943. Commissioned 19 July 1944. Promoted Flying Officer, 19 January 1945. DFC presented at Buckingham Palace, 29 June 1945. Repatriated 5 August 1945. Retired 17 September 1945. Photo PL-31966 (ex UK-14220 dated 24 August 1944) shows two men from Saskatchewan ; on left is WO L.H. McDonald (Abbey) and on right is Sergeant F.C. Johnson (Broderick) following an attack on Stettin. RCAF photo PL-40050 (ex UK-16315 dated 9 November 1944) is captioned as follows: "Two members of a Moose Squadron Lancaster crew look with satisfaction at the wishbones they wear on their lapels. The rear gunner's mother sent over one for each of the crew. Flight Sergeant Bill Wilson, Prince Rupert, B.C., mid-upper gunner and Warrant Officer Lloyd McDonald, Abbey, Saskatchewan, skipper, and the rest of the crew escaped safely from their kite when weather conditions over their base prevented landing there with two engines knocked out, and forced them to pancake in a field nearby." Photo PL-44895 (ex UK-22479 dated 6 July 1945) shows him on 29 June 1945 at Buckingham Palace after investiture. Died 16 July 1994 in Lethbridge, Alberta as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of January 1995. 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.1634 (RG.24 Vol.20604) has recommendation dated 22 December 1944 when he had flown 33 sorties, 15 July to 2 December 1944. The sortie list mentions (but does not count) the incident of 27 August 1944 when he crash landed five minutes after takeoff (intended target, Mimoyecques). He had completed 13 sorties prior to this.

On the night of 27th August 1944, Pilot Officer McDonald was captain of an aircraft detailed for an operational mission. The aircraft was at maximum all up weight.

Before the aircraft had reached 200 feet the starboard outer and port inner engines failed. This, due to the heavy load on board, necessitated a crash landing being made in a cultivated field. Pilot Officer McDonald so successfully executed this difficult task that none of the bombs exploded and all his crew escaped without injury of any kind.

Since this harrowing experience, Pilot Officer McDonald has completed 19 operational missions against some of the enemy's most heavily defended targets. He has always shown the greatest determination to press home his attacks in the face of whatever opposition the enemy was able to muster. This was well demonstrated in a daylight attack on Bottrop on the 26th September 1944. On the approach to the target the aircraft encountered heavy opposition from predicted anti-aircraft fire. Although the aircraft was repeatedly hit by shell fragments Pilot Officer McDonald insisted on a steady and accurate bombing run.

I consider Pilot Officer McDonald's exceptional coolness and his example of outstanding calmness and courage in the face of the enemy fully merits the immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

- 15 July 1944 - Bois de Jardines (4.10, second pilot)
- 16 July 1944 - Wesseling (5.30, second pilot)
- 28 July 1944 - Hamburg (5.30)
- 2 August 1944 - Acquet (4.50, day)
- 3 August 1944 - Bois de Casson (4.55, day)
- 5 August 1944 - St. Leu d'Esserent (5.15, day)
- 7 August 1944 - Caen (4.45, day)
- 9 August 1944 - Acquet (4.50)
- 10 August 1944 - La Pallice (6.55)
- 12 August 1944 - Brunswick (6.10)
- 14 August 1944 - Falaise area (5.00, day)
- 15 August 1944 - Soesterburg (3.30, day)

16 August 1944 - Stettin (8.30)
27 August 1944 - Mimoyecques (five minutes, crash landing)
6 September 1944 - Emden (4.45, day)
10 September 1944 - Le Havre (4.25, day)
14 September 1944 - Wilhelmshaven (4.40, recalled)
15 September 1944 - Kiel (6.10)
17 September 1944 - Boulogne (4.10, day)
20 September 1944 - Calais (4.10, day)
25 September 1944 - Calais (3.55, day)
26 September 1944 - Calais (4.05, day)
27 September 1944 - Bottrop (5.20, day)
28 September 1944 - Cap Gris Nez (5.05, day)
10 October 1944 - Duisburg (5.30, day - should read 14 October)
14 October 1944 - Duisburg (5.50)
19 October 1944 - Stuttgart (7.20)
23 October 1944 - Essen (5.55)
25 October 1944 - Essen (5.30, day)
28 October 1944 - Cologne (5.50, day)
30 October 1944 - Cologne (7.00)
18 November 1944 - Munster (5.45)
21 November 1944 - Castrop Rauxel (6.15)
27 November 1944 - Neuss (6.50)
2 December 1944 - Hagen (6.50)

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McDONALD, Sergeant Robert James (R140676, later J86305) - **Distinguished Flying Medal** - No.101 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2437/43 dated 26 November 1943. Born in Basswood, Manitoba, 23 August 1920; home there (farmer); enlisted Winnipeg, 13 November 1941. To No.2 Manning Depot, 28 December 1941. To No.1 Training Command, 13 March 1942; to No.16 SFTS (guard duty), 31 March 1942. To No.6 ITS, 25 April 1942. Graduated and promoted LAC, 20 May 1942 when posted to Trenton. To No.3 BGS, 20 June 1942; graduated and promoted Sergeant, 14 August 1942. To "Y" Depot, 15 August 1942; to RAF overseas, 24 October 1942. Further trained at Air Gunner School, Stormey Down and No.1656 Conversion Unit, Lindholme. Promoted Flight Sergeant, 14 February 1943. Promoted WO2, 14 August 1943. Commissioned 8 May 1944. Repatriated 12 September 1944. Promoted Flying Officer, 8 November 1944. To No.3 BGS, 14 November 1944. To No.7 BGS, 3 February 1945. To No.165 (Transport) Squadron, 19 June 1945. To No.5 Release Centre, 31 October 1945. Retired 7 November 1945. Medal sent by registered mail. Recommendation drafted 14 August 1943 when he had flown 27 sorties (161 hours 55 minutes).

More than half of the sorties completed by this airman have been raids on the

heavily defended industrial centres in the Ruhr area. He has proved himself throughout to be a keen and capable air gunner whose vigilance and devotion to duty have helped not only to ensure the safety of his crew and aircraft but also to achieve success on many sorties by careful and determined attention to his guns. Both before and during operations he has taken pains to ensure that no failure should occur.

Public Record Office Air 50/292 has Combat Report for the night of 21/22 June 1943 (Lancaster H/101, serial ED972 (?), target Krefeld. On homeward trip, 0150 hours, 15,000 feet, 170 m.p.h, heading 312 degrees magnetic. Vrey good visibility with moon and northern lights. No flak, star shells or flares. Enemy aircraft was a Ju.88 which was first seen at 800 yards, starboard quarter, slightly below. On first attack the bomber took a corkscrew to starboard; on second attack took steep diving turn to starboard. The Ju.88 fired two short bursts from 600 yards on first attack, one short burst from 500 yards on second attack. Lancaster did not fire and there was no damage to bomber or crew. Gunners were as follows: Rear Gunner - 1415516 Sergeant J.C. Earl (later awarded DFM); Mid-Upper Gunner - R140676 Sergeant R.J. McDonald.. Narrative as follows:

The rear gunner sighted a Ju.88, 800 yards on starboard quarter slightly down, in the dark portion of the sky and immediately ordered the captain to corkscrew starboard. The Junkers closed in to 600 yards and fired two short bursts which passed well above the Lancaster, breaking his attack starboard beam up - 400 yards. Our aircraft temporarily resumed course since the Ju.88's guns were not bearing on it. In a matter of seconds the Ju.88 again attacked from the starboard quarter but well above. When the fighter was 600 yards away, the rear gunner ordered another corkscrew to starboard, changing it into a steep dive to starboard. The Ju.88 opened fire at 500 yards (short burst) which was again ineffective and broke away 400 yards to port quarter. The enemy aircraft was not seen again.

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McDONALD, S/L Stuart Edward (J4247) - **Air Force Cross** - No.9 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Ottawa, 23 October 1917 as per RCAF Press Release reporting award; educated there and University of Toronto; clerk and salesman before the war. Home in Exeter, Ontario; enlisted in Ottawa, 1 July 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 14 October 1940 when posted to No.10 EFTS; graduated 9 December 1940 when posted to No.4 SFTS; graduated and promoted Sergeant, 21 February 1941. Commissioned 22 February 1941. To Trenton, date uncertain. Promoted Flying Officer, 22 February 1942. Promoted Flight Lieutenant, 15 July 1942. To No.3 Training Command, 22 November 1943. To No.1 Flying Instructor School, 25 January 1944. Promoted Squadron Leader, 1 April 1944. To No.9 SFTS, 28 September 1944. To No.3 Release Centre, 3 March 1945. Retired 14 March 1945. Living in Ottawa in 1949. Joined his father in the family firm of Kenneth McDonald and Sons, Seeds,

Plants and Bulbs, Byward Market, becoming President in 1956. From 1966 to 1983 he taught in the Business Departments of Merivale and Earl of March High Schools, obtaining his MED degree at the University of Ottawa. Died in Ottawa, 10 September 1999. Governor General's Records (RG.7 Group 26 Volume 59, file 190-I, dossier 7) has citation; when recommended he had flown 2,186 hours, 1,982 as instructor, 128 in previous six months. AFC presented 28 February 1946.

This officer is an A-1 category instructor and has been on continuous instructional duties since May 1941. During this period he has completed 2,200 flying hours. He has always carried out his duties in an exemplary manner and his outstanding qualities as a leader and organizer are reflected in the smooth and efficient running of his squadron. This officer's contribution to flying training has been outstanding. He has displayed constant devotion to duty over a long period.

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McDONALD, F/L William Henry (J11856) - **Air Force Cross** - No.45 Group - Award effective 3 April 1945 as per **London Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 16 August 1909. Enlisted in Vancouver, 26 June 1941. To No.2 Manning Depot, 30 July 1941. To No.34 SFTS (guard), 30 August 1941. To No.2 ITS, 10 October 1941; graduated and promoted LAC, 6 December 1941 when posted to No.3 AOS; graduated 14 March 1942 when posted to No.2 BGS; graduated and promoted Sergeant, 25 April 1942; posted that date to No.1 ANS; graduated and commissioned, 25 May 1942. To No.31 OTU, 23 June 1942. To RAF Ferry Command, 30 June 1943 and departed Montreal that date in Hudson FK510, which he flew via Gander to Great Britain before returning to Canada. Via Liberator AL512. Subsequently engaged in numerous deliveries of Boston, Mitchell, Liberator and PBV aircraft. The trip to Iraq and Karachi (mentioned in citation) was 27 July to 13 August 1943. In September 1943 he carried out a reverse ferry flight, delivering Hampden AE258 from Britain to Canada. He also took Lancaster KB704 from Canada to Britain, 24-29 November 1943. Promoted Flying Officer, 25 November 1942. Promoted Flight Lieutenant, 25 May 1944. Repatriated 21 August 1945. To No.8 Release Centre, 21 August 1945. Retired 13 October 1945. No citation in Canadian sources. Public Records Office Air 2/9061 has recommendation dated 12 February 1945 when he had flown 805 hours 44 minutes, 192 hours 15 minutes in previous six months. AFC sent by registered mail, 24 February 1950 when he was living in Vancouver. Died in Penticton, 1994 as per **Legion Magazine** of September 1995 which had no specific date.

Flight Lieutenant McDonald has completed 18 deliveries and one survey trip in a Catalina - South Atlantic to Iraq and return. Voluntarily employed between delivery flights for the last twelve months as Assistant Navigation Officer. He is a quiet, steady type of officer with very outstanding ability, both as a practical navigator and as a staff officer. In his work he is enthusiastic, conscientious, thorough, dependable, co-operative and loyal. He has played a very big part in raising the standard of navigation in this unit.

Flight Lieutenant McDonald is extremely helpful to other navigators who are under him and inspires confidence. His zest and willingness to accept extra duties is very commendable and may be held as a fine example to other officers in the service.

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McDONELL, F/O Joseph Lawrence (J19372) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 22 March 1914 in Rossland, British Columbia; educated there and home there. Clerk, 1931-1932; machine operator, 1933-1937; electrician's helper, 1937-1941; enlisted in Edmonton, 5 June 1942 and posted to No.3 Manning Depot; appears to have been detained there while upgrading his mathematical skills; to No.4 ITS, 13 September 1942. Graduated and promoted LAC, 4 December 1942 but not posted to No.3 BGS, Macdonald until 28 December 1942; graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, Halifax, 3 April 1943. To RAF Trainee Pool, 3 May 1943 when taken on strength of No.3 PRC. To No.22 OTU, 18 May 1943. To No.1664 Conversion Unit, 1 August 1943. To No.428 Squadron, 26 August 1943. Promoted Flight Sergeant, 19 September 1943. Commissioned 17 October 1943. Promoted Flying Officer, 17 April 1944. To No.1664 Conversion Unit, 23 August 1944 where he was described as "not a forceful type - an average officer". Repatriated 23 April 1945. To Western Air Command, Vancouver, 8 May 1945. To No.8 Release Centre, 29 June 1945. Retired 30 June 1945. Died in Victoria, 1 August 1981, aged 67 as per British Columbia Vital Statistics. Presented 24 May 1947.

This officer has proved himself to be a most efficient and resolute member of aircraft crew. As air gunner he has participated in a large number of sorties and on many occasions his vigilance and prompt warnings have enabled his pilot to evade enemy fighters. On one sortie whilst over Berlin a burst of fire from a fighter struck his turret and rendered it unserviceable; his guns were also put out of action. The enemy aircraft continued to attack with much persistence but Flying Officer McDonell gave excellent directions to his pilot who finally evaded the attacker. This officer's cool and skillful work did much to ensure the success of the sortie.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has the original recommendation drafted by W/C A.C. Hull, 2 September 1944 when he had flown 31 sorties (214 hours 25 minutes) as follows:

As tail gunner, Flying Officer McDonell has completed one tour of operations. He has bombed Berlin three times, Leipzig twice, Hamburg, Mannheim, Dusseldorf, and in all, twenty-seven different targets in Germany and France. His coolness and vigilance on many occasions forestalled probable attacks by enemy

fighters, particularly on one occasion during a trip to Leipzig when continuous evasive action had to be taken for many minutes. Once during the bombing run over Berlin a burst from an enemy fighter damaged his turret so that it would not turn and his guns would not fire. Although further attacks were made by the same fighter for a considerable time, he continued to coolly give directions to the captain and other crew members and eventually the fighter was lost. On the way back to base two further attacks were experienced but his vigilance and directing of evasive action prevented further damage. For the completion of one tour of operations, above average ability and crew co-operation I recommend the immediate award of the DFC.

The sortie list was as follows:

30 August 1943 - Munchen-Gladbach (6.40)
5 September 1943 - Mannheim (8.10)
15 September 1943 - Mont Lucon (7.25)
16 September 1943 - Modane (8.50)
8 October 1943 - Hanover (5.20)
22 October 1943 - Kassel (8.00)
3 November 1943 - Dusseldorf (6.45)
11 November 1943 - Cannes (10.30)
18 November 1943 - Mannheim (8.05)
19 November 1943 - Leverkusen (6.30)
22 November 1943 - Berlin (8.10)
25 November 1943 - Frankfurt (8.15)
3 December 1943 - Leipzig (8.20)
4 January 1944 - Gardening (5.15)
20 January 1944 - Berlin (8.15)
28 January 1944 - Berlin (9.00)
11 February 1944 - Gardening (5.30)
19 February 1944 - Leipzig (7.00)
3 March 1944 - Gardening (7.45)
6 March 1944 - Trappes (4.50)
22 March 1944 - Gardening (6.55)
23 March 1944 - Laon (5.20)
25 March 1944 - Aulnoye (6.15)
29 March 1944 - Paris (6.05)
9 April 1944 - Lille (4.45)
23 April 1944 - Gardening (6.30)
21 June 1944 - St. Martin (4.35)
18 July 1944 - Wesseling (5.40)
24 July 1944 - Stuttgart (8.45)
28 July 1944 - Hamburg (5.00)

3 August 1944 - Bois de Casson (6.00)

Notes: On 6 April 1945 on repatriation he stated he had flown on 31 sorties (215 hours eleven minutes) plus 182 hours 50 minutes non-operational time. First sortie was 30 August 1943. Last sortie was 3 August 1944. Aircraft types were Wellington III and X (83.20), Halifax III and V (275.35) and Lancaster X (39.06)

Training: Course at No.3 BGS was 29 December 1942 to 19 March 1943. Flew in Fairey Battle (19 hours 25 minutes). Fired Vickers Gas Operated guns in air, Vickers Gas Operated and Browning guns on ground; operated Bristol turret in air, Bristol, Frazer-Nash and Boulton Paul turrets on ground. Course began as Stage One with courses in Armament, oral (71/100), Armament, written (184/300), Anti-Gas (57/100), Aircraft Recognition (88/100), Navigation (88/100), Mathematics (46/50), Law, Administration and Hygiene (73/100), and Signals (10/100, supplemental 80/100). Stage Two training was practical air and ground work - 19 hours 25 minutes in the air; 108 feet of film exposed; ten hours 20 minutes on turret manipulation, 175 rounds in skeet shooting, 700 rounds on 25-yard range, 400 rounds on 200-yard range, 1,050 rounds air-to-ground, 3,620 rounds air-to-air (8.1 percent hits in air). Stage Two exams in Gunnery, written (91/150), Practical and oral (72/100), Aircraft Recognition (85/100), Drill (66/100), Signals (75/100). Graded 72/100 in "Ability as Firer." Placed 60th in a class of 77. "Average student; basic qualities fair; practical; responsible; mental process slow; willing."

Course at No.22 OTU was 18 May to 1 August 1943. Flew 42.20 by day, 41.00 by night. Carried out six exercises as gunner, firing 3,500 rounds air-to-air and 900 air-to-sea, "Very steady and reliable. Will make a sound operational air gunner. Recommended for a commission." (Report dated 17 July 1943).

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McDOUGALL, Sergeant Donald (R70553) - **British Empire Medal** - 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 1 May 1919. Home in Regina, Saskatchewan; enlisted there 16 August 1940 as Clerk/Accounts. To Technical Training School, St. Thomas, 6 September 1940; to No.3 Repair Depot, 17 October 1940; promoted AC1, 16 November 1940; to "CH.D" (whatever that is), 29 November 1940; LAC, 16 February 1941; to "B" (Cam Borden ?), 2 July 1941; promoted Acting Corporal, 1 March 1942; to Port Hardy, 6 August 1943; promoted Acting Sergeant, 1 December 1943; to Coal Harbour, 31 March 1944. To Western Air Command Headquarters, 4 November 1944; to No.5 Release Centre, 13 February 1946. Released 18 February 1946.

This non-commissioned officer displays fine qualities of leadership. He is highly qualified in his trade, and by his ready acceptance of responsibility has proven a tower of strength to his officers during a difficult period aggravated by staff shortages. he has by his personality and fine sense of proportion commanded the respect of all who worked with him, thus adding greatly to the efficiency and

morale.

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McDOUGALL, S/L Geoffrey Springle (C1866) - **Commended for Valuable Services in the Air** - RAF Ferry Command - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born at Westmount, Quebec, 22 August 1900. Enlisted in Montreal, 2 April 1940 in Administration Branch. Promoted Flight Lieutenant, 1 December 1940. Promoted Squadron Leader, 15 May 1942. To "A", 31 May 1943. Promoted Wing Commander, 1 June 1943. To No.5 Manning Depot, 12 June 1943. Posted overseas, 19 June 1943. Promoted Group Captain, 28 June 1944. Repatriated 6 October 1945. Released 25 October 1945.

This officer has been attached to the Ferry Command as RCAF Liaison Officer since September 9th, 1941. He handles all the problems which affect this Command and the RCAF in a very able manner. He accompanies the Air Officer Commanding in Chief on all long flights, both to the South and to the United Kingdom. He was detailed to proceed to the United Kingdom by air for special duties. He handled this particularly delicate situation in his usual able manner. He is always willing to help and never afraid of hard work, an officer of pleasing personality, tactful and of outstanding ability. He has been of the greatest use to this Command.

McDOUGALL, W/C Geoffrey Springle (C1866) - **Officer, Order of the British Empire** - Overseas - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 809/44 dated 14 April 1944. Enlisted in Montreal, 2 April 1940. Previously Commended for Valuable Services (1 January 1943) as Liaison Officer to Ferry Command. Award on this occasion for work as Assistant to A/M Sir Frederick Bowhill. No citation in Canadian sources. Public Records Office Air 2/8959 has recommendation.

Since July 1941, Wing Commander McDougall has been employed as RCAF Liaison Officer. An officer of outstanding ability with a wide knowledge, excellent tact and discretion, he has been of the greatest help in dealing with the many complex and delicate matters which arise from day to day. He has accompanied the Air Officer Commanding-in-Chief, Transport Command, on numerous voyages in various parts of the world, proving of invaluable assistance. On all occasions he has shown the greatest devotion to duty.

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McDOUGALL, P/O John Bert (C18114) - **Mention in Despatches** - No.405 Squadron (AFRO gives unit only as "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 21 April 1918. Home in Winnipeg;

enlisted there 8 May 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 17 May 1940; promoted AC1, 1 October 1940; to Trenton, 2 October 1940. To No.6 Repair Depot, 31 October 1940. To Trenton, 13 November 1940. Promoted LAC, 1 January 1941. To No.12 SFTS, 16 May 1941. Promoted Corporal, 1 November 1941. To "Y" Depot, 27 November 1941. To RAF overseas, 12 December 1941. Promoted Sergeant, 16 October 1942 on remuster to Flight Engineer. Commissioned 17 June 1943. Repatriated 25 November 1943. To No.1 Flight Engineer School, 16 February 1944. Promoted Flying Officer, 1 April 1944. Promoted Flight Lieutenant, 1 June 1944. To St. Hubert, 19 August 1944. To No.5 OTU, 13 November 1944. To Release Centre, 13 September 1945. Retired 19 September 1945. No citation in AFRO. Public Record Office Air 2/9219 has recommendation.

This officer was the flight engineer of an aircraft detailed to attack Montbeliard on 15th July 1943. The aircraft was brought down in enemy occupied territory. Showing great courage, fortitude and initiative in trying conditions, this officer effected his escape from France in November 1943.

Public Record Office Air 2/9219 also has his MI.9 evasion report. He had left Gibraltar on 1 October 1943, arriving in Britain on 2 October 1943. Other members of the crew were F/L J.H. Foy (pilot), S/L A. Lambert (bomb aimer, see his entry), F/O H.T. Huston (evaded, no award), F/O T.W. Simpson (mid-upper gunner, see his entry), Flight Sergeant Prior (rear gunner, evaded) and Sergeant G. McGregor (RAF, evaded, see entry in awards to non-RCAF personnel in RCAF squadrons).

We took off from Gransden in a Halifax IIa on 15 July 1943, about 2230 hours to bomb a factory in Montbeliard. On the return flight we were attacked by fighters and ordered to bale out.

I came down about 0245 hours (16 July) in a clearing in a wood west of Bellegarde, about 15 miles west of Montargis (France 1:250,000 Sheet 16 and part of 10). My parachute hit me in the face as I landed, cutting my forehead and stupefying me. I lay on the ground for a few minutes and then, as I heard dogs barking nearby, I got up and tore pieces of silk from my parachute to wrap round my forehead which was bleeding. I then dug a hole in soft ground beside a stream and buried my parachute, harness and Mae West.

I had an aids box in one of my flying boots, but I lost the box when I baled out. I got the maps out of my purse and, using my compass, headed south. I saw a white object some distance away and, unable to decide what it was, decided to avoid it. I learned later that this was probably Sergeant McGregor hanging from a tree by his parachute.

I walked south till I reached a main road, and at a junction saw signs pointing to Orleans and Bourges. I decided to take the road to Bourges, which ran due south,

and walked till daybreak (16 July). At daybreak I visited a poor farm house, where the old farmer gave me cold water and schnapps to bathe my forehead. I told him who I was, and he fetched a Belgian who had lived in the United States and could speak some English. I was given food and allowed to shelter in a hayloft for the day. In the evening the Belgian returned with clothes and got a satchel into which to put my uniform, which I decided to take with me as a means of identification should I be arrested by the Germans. Leaving the farm at dark I continued southwards on the main road. At daybreak (17 July) I arrived in Sully. The Belgian had warned me that both road and rail bridges here might be guarded, but I found no guard on the road bridge. I walked quickly through Sully, as people were starting to move about. South of Sully I went to another farm house, where I got food and shelter in a hayloft for the day.

In the evening I left the farm, and about dawn (18 July) reached another farm near Argent-sur-Sauldre, where I was given food and allowed to spend the day in a barn. I left the farm at dusk, and as I approached Argent I met a young Frenchman and two girls. I realized that the young Frenchman would probably be evading the German labour conscription and I asked him, in the small amount of French I spoke, whether I could get through the village unnoticed. The young man and the girls took me with them to the village. Here they also took me into the back kitchen of a hotel. The proprietor, who spoke a little English, gave me a meal, sandwiches for a journey and 1,000 francs. The young man escorted me through the village and I continued walking south. I walked the whole night and next day (19 July). In the evening I stopped at a farm on the outskirts of La Chappelle-d'Angillon where I got shelter for the night.

Next morning (20 July) I headed south again and continued all day along the main road, passing through the Forêt de St. Pallais. South of the forest I found shelter at another farmhouse.

I continued south next morning (21 July). Walking on the main road was now becoming dangerous, as German cars were passing frequently. Every time a car passed I hid in a ditch or in bushes. I realised that I was approaching Bourges and did not know how I would get through the town, as I understood there were a large number of Germans there. I hailed a truck driven by a Frenchman and told him who I was. He was only going as far as Bourges itself, but I persuaded him to take me right through the town and drop me at the road junction on the southwestern outskirts.

Here I stopped a man on a bicycle and asked him the way to Montluçon, which I knew was almost due south of Bourges. Unfortunately he misdirected me and I found myself on a secondary road to Ste. Thorette. I stopped a man on this road and told him who I was. He said that side roads would be safer than the main

road south, and after leaving him I walked along the Ste. Thorette road till I found another side road leading south west to Villeneuve. From Villeneuve I joined the road running along the east bank of the River Cher to St. Florent, which I reached in the afternoon.

I had been walking in flying boots and my feet were badly blistered and I was very tired. In St. Florent I went into a hotel and ordered beer. The proprietor watched me carefully for a time and then brought me another beer and, speaking very quietly, asked me if I was English. He then took me into his office and brought me food and beer. After he had given me a room, he returned with a friend who spoke good English. I told his friend my story. In the evening he brought me a new pair of shoes.

I stayed in St. Florent for six days (21-26 July). On 22 July my host took me to see a friend in Chateauneuf-sur-Cher, who promised to make arrangements for me to get to Perpignan. On 26 July the man from Chateauneuf visited me in St. Florent and gave me an identity card, for which I was photographed, and civilian clothes.

I left St. Florent on 26 July with the man from Chateauneuf and went by train to Perpignan. After a night here we went to Tautavel, about ten miles northwest of Perpignan [there seems to be some text not transcribed here] supplied me with identity papers.

On 2 August my host, the policeman, and another man took me by car to Fort Vendres, where I was handed over to guides who were taking French youths across the Pyrenees. I left Perpignan about 2200 hours the same night with two young Frenchmen and two guides. We walked across country, arriving in Spain on the morning of 3 August. The guides left us once they had got us into Spain. I paid the guides 1,000 francs.

Three hours after crossing the frontier the two Frenchmen and I were arrested by Spanish civil guards. A civil guard asked me how much money I had, and when I showed him the 1,860 francs I had brought from France, he said that was all right. We were taken to Espola, where we were searched and locked up in a cell at the police station. On 4 August we were sent to the police station in Figueras, where a civilian tried to interrogate me, asking me where I had been bombing, what route I followed from France, and whether I had had guides. I said I was not there for interrogation and gave him only my number, rank, and name, asking him to get in touch with the British Consulate. The same day I was sent to prison in Figueras. After I had been there about ten days I was taken ill with fever and was put into hospital where I remained until 22 August.

A Spanish Air Force officer took me from Figueras via Barcelona to Alham de Aragon where I was interned in a hotel for three weeks. I was then sent via Madrid (three days) for Gibraltar.

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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McDOUGALL, F/O Thom Ross (J8812) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 12 April 1943 as per **London Gazette** dated 20 April 1943 and AFRO 985/43 dated 28 May 1943. Born 22 November 1914 in North Bay, Ontario; home there; enlisted in London, Ontario, 13 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, Picton, 29 January 1941. To No.1 WS, Montreal, 24 February 1941; to No.3 ITS, Victoriaville, 5 May 1941; graduated and promoted LAC, 8 June 1941; posted that date to No.4 AOS, London, Ontario; to No.1 BGS, Jarvis, 2 September 1941; graduated and promoted Sergeant, 11 October 1941, posted that date to No.2 ANS, Pennfield Ridge; graduated and commissioned 10 November 1941; to No.31 OTU; 10 November 1941. To RAF overseas, 12 December 1941. Taken on strength of No.3 PRC, 26 December 1941. To No.1 AOS, 16 January 1942; unit also identified as No.1 (Observer) AFU. To No.16 OTU, 12 March 1942; to No.420 Squadron, 10 June 1942. Promoted Flying Officer, 1 October 1942. To No.1659 Conversion Unit, 7 April 1943. To No.1664 Conversion Unit, 20 June 1943. To No.408 Squadron, 3 December 1943. Killed in action 22/23 May 1944 (Lancaster LL723; buried in Germany). When lost he had completed 16 sorties (102 hours 21 minutes) on his second tour. Received DFC at Buckingham Palace, 9 November 1943; Bar presented to next-of-kin, 9 November 1947.

This officer has a fine operational record. He has taken part in attacks against Turin, Mannheim, Essen, Hamburg, Duisburg, Cologne, Lorient and Stuttgart, besides several daylight bombing raids and mine-laying sorties. On one occasion, during an attack on Hamburg, Flying Officer McDougall's aircraft was heavily engaged by anti-aircraft fire for forty minutes. With great skill, despite the violent evasive action taken by his captain and adverse weather, this officer navigated the aircraft safely back to base. As a navigator, Flying Officer McDougall has set a high standard which, coupled with his skill and resourcefulness, has inspired confidence in the crew.

McDOUGALL, F/L Thom Ross, DFC (J8812) - **Bar to Distinguished Flying Cross** - No.408

Squadron (deceased) - Award effective 21 May 1944 as per **London Gazette** dated 21 December 1945 and AFRO 155/46 dated 15 February 1946.

Flight Lieutenant McDougall has taken part in many operational sorties since being awarded the Distinguished Flying Cross. These include attack against Berlin, Stettin, Leipzig and other heavily defended targets. He has invariably performed his duties as squadron navigation leader in an efficient, skilful and cheerful manner, setting an inspiring example by his courage and devotion to duty.

Assessments: On 1 July 1942, at No.16 OTU, described as having flown 256 hours (120 in previous six months); "An officer who has shown considerable keenness while doing the course at this unit." (W/C W. Lowe).

On 25 September 1943, at No.1664 Conversion Unit, Croft; "An outstanding navigation leader." (G/C N.S. McGregor).

28 April 1944, at No.408 Squadron - "Has carried out his duties as Squadron Navigation Leader in a very satisfactory manner." (W/C D. Jacobs).

The website "Lost Bombers" has the following on his 1st sortie. Lancaster LL723 of No.408 Squadron (EQ-H), target Dortmund, 22/23 May 1944. LL723 was delivered to No.426 Squadron on 10 January 1944, transferred to No.432 Squadron on 20 January 1944 and to No.408 Squadron on 10 February 1944. It flew no raids with No.426 Squadron. With No.432 as QO-H it twice raided Berlin (27/28 January 1944 and 30/31 January 1944). With No.408 Squadron as EQ-H it raided Berlin (15/16 February 1944); Leipzig (19/20 February 1944); Schweinfurt (24/25 February 1944); Stuttgart (15/16 March 1944 when flown by W/C C.D.S.Jacobs); Berlin again (24/25 March 1944) and Dortmund (22/23 May 1944 when lost). No record of total hours. LL723 was one of two 408 Squadron Lancasters lost on this operation (the other was DS759). Airborne at 2251 hours, 22 May 1944 from Linton-on-Ouse. shot down by a night-fighter and crashed at Westrup, a village on the north side of the Lippe and 4 km ESE from the centre of Haltern. Crew was W/C C.D.S. Jacobs (who had commanded the squadron since November 1943 and had logged seventeen sorties), F/L T.R. McDougall, DFC, RCAF (Navigation Leader), F/L J.R. Hanson, DFC, RCAF (Squadron Gunnery Leader), F/O W.G. Philpot (Deputy Gunnery Leader), F/O L.E.Morgan, RCAF (aged 37, above the average age for aircrew, and from Adelaide, South Australia), Flight Sergeant J.P.Young, RCAF, P/O M.Henderson, F/O J.B.Dallyn, RCAF, and F/O P.M.Hughes (all killed).

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McDOUGALL, G/C Thomas Kenny (C1686) - **Officer, Order of the British Empire** - AFHQ - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/45 dated 5 July 1946. Born in Haileybury, Ontario, 6 March 1909. Educated in Ottawa and at Queen's

University. Employed by various mining companies, 1925-32. In 1932 joined Ventures Ltd. (Prospector's Airways and Ceres Explorations); left that in 1936 to become General Manager, Tea-Kay Prospectors. Joined RCAF in Ottawa, 5 February 1940 (card) or 15 February 1940 (citation) in Administration and assigned immediately to AFHQ. Promoted Squadron Leader, 1 August 1941. Promoted Wing Commander, 1 July 1942. Promoted Group Captain, 1 January 1944. To Release Centre, 7 May 1946. Retired 9 May 1946. Presented 1 December 1948. Died at Smith's Falls, Ontario, 2 July 1997.

Group Captain McDougall was appointed 15th February 1940 and was immediately posted to Airmen's Records. This officer has been associated with the Records Office throughout all the difficult years of expansion, and his loyalty, industry, initiative and natural ability to gain the confidence and co-operation of a large staff led to his appointment as Royal Canadian Air Force Records Officer and for the past several years he has carried out this responsibility with the utmost devotion to duty. The Records Office is recognized as a most efficient organization, and it is considered that the growth and success of this important work is in large measure due to this officer's enthusiastic leadership, loyalty and organizing ability.

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McDOWELL, F/O Allan Ferguson (J89272) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 31 May 1920 in Bawlf, Alberta; home in Lethbridge (bank clerk); enlisted in Saskatoon, 20 November 1939 as Service Police. To "21 M", 22 January 1940; promoted AC2, 20 February 1940; promoted LAC, 29 May 1940; promoted Corporal, 1 November 1940; promoted Sergeant, 1 May 1941. To No.15 SFTS, 17 June 1941. To No.7 ITS, 18 December 1941. Remustered to aircrew and reverted to Corporal, 17 November 1942. To No.3 WS, 3 November 1942; graduated 21 January 1943 and posted next day to No.8 BGS; graduated and promoted Sergeant, 22 February 1943. To No.32 OTU, 5 March 1943. To "Y" Depot, 12 June 1943; to RAF overseas, 24 June 1943. Promoted Flight Sergeant, 22 August 1943. Commissioned 25 August 1944. Promoted Flying Officer, 25 February 1945. Repatriated 15 April 1945. Retired 21 June 1945. Presented 27 May 1950. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation by W/C C.W.W. Campbell dated 13 March 1945 when he had flown 33 sorties (188 hours 30 minutes), 18 July 1944 to 11 March 1945.

Pilot Officer McDowell has recently completed a tour of operations with this squadron, many of which were deep into enemy territory and against heavily defended areas. This officer has always displayed great courage and resourcefulness. His work as an Air Operator [sic] has always been of the highest order and an asset to his squadron.

Pilot Officer McDowell has always worked to maintain a high standard of technical efficiency and has always shown willing [sic, "willingness" ?] to instruct newer squadron members as to their operational requirements.

The sortie list was as follows:

18 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)
14 August 1944 - Bon Tassilly (4.30)
15 August 1944 - Soesterburg (3.50)
18 August 1944 - Connantre (6.30)
28 August 1944 - Ferme de Grand Bois (3.45)
6 September 1944 - Emden (4.15)
11 September 1944 - Gardening, Kiel (6.00)
17 September 1944 - Boulogne (3.55)
23 September 1944 - Domburg (3.40)
27 September 1944 - Sterkrade (5.30)
5 October 1944 - Gardening, Heligoland (4.25)
14 October 1944 - Duisburg (5.40)
23 October 1944 - Essen (5.55)
28 October 1944 - Cologne (5.05, flak damage)
4 November 1944 - Bochum (6.10)
18 November 1944 - Munster (6.50)
2 December 1944 - Hagen (7.10)
18 December 1944 - Duisburg (6.20)
26 December 1944 - St. Vith (7.05)
14 January 1945 - Grevenbroich (6.05)
28 January 1945 - Stuttgart (7.20)
7 February 1945 - Goch (6.00)
13 February 1945 - Dresden (9.25)
20 February 1945 - Dortmund (6.55)
2 March 1945 - Gardening, Kristiansund Fjord (5.55)
11 March 1945 - Essen (6.05)

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McDOWELL, F/O James Joseph (J26690) - **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 23 December 1923. Home in Vancouver; enlisted there 11 June 1942 and posted to No.3 Manning Depot. To No.12 SFTS (guard duty), 1 August 1942. To No.2 ITS, 10 October 1942; promoted LAC, 19 December 1942; to No.1 BGS, 9 January 1943; to No.5 AOS, 17 April 1943; graduated and commissioned 28 May 1943; to "Y" Depot, 11 June 1943; to RAF overseas, 29 June 1943; promoted Flying Officer, 28 November 1943. Repatriated at uncertain date; to Composite Training School, 23 July 1945. Retired 22 September 1945.

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McDOWELL, F/O James Stewart (J27278) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born in Winnipeg, 11 December 1921; home there; enlisted there 23 June 1942. Granted Leave Without Pay until 20 July 1942 when posted to No.2 Manning Depot; to No.10 SFTS, 10 September 1942; to No.7 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942 but not posted to No.2 BGS until 6 February 1943; graduated 30 April 1943 and posted next day to No.5 AOS; graduated and commissioned 11 June 1943. To "Y" Depot, 25 June 1943. To United Kingdom, 15 July 1943. Promoted Flying Officer, 11 December 1943. Repatriated 3 June 1945. Retired 11 November 1945. DFC sent by registered mail, 11 March 1950.

Flying Officer McDowell is now on his second tour of operational duty. He has participated in attacks against such strongly defended targets as Stuttgart, Bremen and Essen. He has always shown a fine fighting spirit, courage and unfailing devotion to duty. In August 1944, during an attack against an important target in Russelsheim, his aircraft was severely damaged by enemy fighters. Flying Officer McDowell displayed admirable coolness and fortitude in calmly continuing at his allotted task.

NOTE: Public Records Office Air 2/9039 has recommendation by W/C H.A. Morrison dated 21 October 1944 which has sortie list and a more detailed text than that published. He had by then flown 44 sorties (214 hours 28 minutes).

* counted as 1/3 sortie
not counted as a sortie

11 October 1943 - Orleans (Nickel, 4.30)#
9 April 1944 - Villeneuve-St.George (5.40)*
6 March 1944 - Trappes (5.20)*
7 March 1944 - Le Mans (6.20)
13 March 1944 - Le Mans (6.15)*
22 March 1944 - Frankfurt (6.15)
24 March 1944 - Berlin (8.10)
26 March 1944 - Essen (5.20)

30 March 1944 - Nuremburg (8.10)
10 April 1944 - Ghent (4.20)*
18 April 1944 - Paris/Le Bourget (5.55)
20 April 1944 - Lens (4.30)*
30 April 1944 - Somain (4.35)*
1 May 1944 - St.Ghislain (4.40)
7 May 1944 - St.Valery (4.15)
28 May 1944 - Mardyck (2.09)
31 May 1944 - Mount Couple (1.46)
5 June 1944 - Longues (3.18)
7 June 1944 - Foret de Cerisy (3.39)
16 June 1944 - Renescure (1.59)
23 June 1944 - Coubronne (1.49)
24 June 1944 - Middel Straete (1.58)
27 June 1944 - Oisemont (2.20)
28 June 1944 - Metz (5.17)
30 June 1944 - Villers Bocage (2.40)
2 July 1944 - Oisemont (2.15)
5 July 1944 - Wizernes (1.53)
6 July 1944 - Coquereaux (2.43)
7 July 1944 - Caen (2.44)
12 July 1944 - Paris/Vaires (3.15)
15 July 1944 - Nucourt (3.30)
17 July 1944 - Cagny (2.35)
19 July 1944 - Rollez (3.00)
22 July 1944 - Acquet (2.32)#
23 July 1944 - Kiel (5.42)
24 July 1944 - Stuttgart (7.06)
25 July 1944 - Stuttgart (7.18)
27 July 1944 - Boissons (3.22)
4 August 1944 - St.Maximim (3.07)
5 August 1944 - Chaussee (3.09)
8 August 1944 - Lucheux (3.09)
10 August 1944 - La Pallice (5.07)
12 August 1944 - Russelsheim (4.42)
16 August 1944 - Stettin (5.13)
18 August 1944 - Bremen (5.07)
25 August 1944 - Russelsheim (6.54)
20 September 1944 - Calais (2.16)
5 October 1944 - Saarbrucken (4.35)
14 October 1944 - Duisburg (5.20)
15 October 1944 - Wilhelmshaven (4.16)
19 October 1944 - Stuttgart (5.25)

Flying Officer McDowell is a highly efficient and keen Air Bomber in a very successful crew, now on their second tour of operations. He has participated in attacks on such strongly defended enemy areas as Stuttgart, Bremen and Essen. Although of a quiet nature, he possesses a fine offensive spirit and a high sense of devotion to duty under the most adverse conditions. On the night of 15/16 August 1944, while attacking an important objective at Russelsheim, Germany, the aircraft in which he was flying was attacked by enemy fighters and badly damaged. Three of the crew baled out, as it appeared that the aircraft would not come out of its spin. He, however, remained calmly at his post, performing his allotted task in a highly efficient and cool manner. Such a spirit as he has invariably displayed is most commendable. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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McDUFF, F/O (now F/L) David Malcolm (J11967) - **Air Medal (United States)** - 11th USAAF - Award effective 27 August 1943 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Home in Trafalgar, Ontario; enlisted in Toronto, 16 July 1941 and posted to No.1 Manning Depot. To No.1 BGS, 9 June 1941 (guard duty). To No.5 ITS, 21 September 1941; graduated and promoted LAC, 22 November 1941; posted that date to No.7 EFTS; graduated 30 January 1942 and posted next day to No.14 SFTS; graduated and commissioned 5 June 1942. To No.111 (Fighter) Squadron, 20 June 1942. To No.14 (Fighter) Squadron, 26 September 1942. Promoted Flying Officer, 5 December 1942. To "Y" Depot, 12 January 1944; taken on strength of No.3 PRC, Bournemouth, 25 January 1944. Promoted Flight Lieutenant, 5 June 1944. Repatriated at uncertain date; to Western Air Command, 28 December 1944; to Release Centre, 2 July 1945; retired 4 July 1945. Died in Hanover, Ontario, 18 January 2005. RCAF photo PL-28937 (ex UK-10203 dated 2 May 1944) shows him; caption gives date of birth as 3 May 1918; educated at Chatham Collegiate, Toronto Normal School; teacher before enlistment. Was Squadron Education Officer when based at Umnak, Alaska. See Cochand for details; flights were 1 January to 6 May 1943.

NOTE: Though not related to the above award, the following is a follow-up on his career. Public Record Office WO 208/3349 has MI.9 report of his evasion in France while with No.442 Squadron. The events commenced with his taking off from Airstrip B.18 at 1000 hours, 20 August 1944.

I was one of a team on armed reconnaissance on shooting up MET in the Orbec-Bernay area. My No.2 had lost me but as the air was full of aircraft there seemed ample cover and so I continued to fire the remainder of my ammunition.

In the neighbourhood of Capelles des Grand my engine quit at tree-top height; by

using my excess speed I managed to get up to 1,000 feet. The engine by that time was on fire and I decided to bale out. I was too occupied to send a signal over the radio, as the hood would not jettison and my rubber dinghy caught up in one of the hood's projections.

My second effort was successful. I wound the elevator trim full nose heavy, loosened my straps and let go of the control column, and by so doing was shot out of the plane. I made a good landing but in a courtyard of a chateau which was occupied by Germans. I was made PW before I could lose my parachute. I was taken inside [and] searched by a Corporal under the supervision of an Ob.Lt. Everything was taken from my pockets including aid box and purse, and private money, but my escape photos were returned to me. I was given a receipt for the money.

My parachute was put into a car, all the stuff from my pockets was put into an envelope, and I was marched off to another place. En route I was picked up by a motorcycle combination and taken to a barn in which there were four Army Prisoners of War. Here I was interrogated, but after one futile attempt to get details of my aircraft, the interrogator contented himself with my name, rank and number.

Later the other POWs and I were put into a truck to be taken somewhere else, but after a time, probably due to our own aircraft, the truck returned to starting place.

We set off again on the 21st and spent that day and the 22nd searching for whatever Headquarters was near our destination, and never finding it.

We continued with this seemingly endless wandering on the evening of the 23rd. It was very dark and raining, and we had picked up another 25 POWs on the way, making 30 of us all told. Four others and I determined to escape, and we all slipped away unseen, each going our different ways.

I hid in a barn for the next two nights [23/24 August]. The following day I approached a Frenchman for help, and although he seemed a bit scared, he returned with some food, and later brought his brother-in-law, who took me to another barn, and gave me a good meal.

On the morning of 25 August the Frenchman told me my friends were by five kilometres down the road, and later came running to tell me that some were on a road nearby. It was a troop of the 8th Hussars making their way towards Pont Audemer. I held up for a bit, and when this column returned - having been meantime relieved by another troop - I was lifted to 1 Canadian Division Headquarters where I was given a meal, clothes and was also interrogated.

On the 26 August I was sent to I.S. 9 (W.E.A.) By way of Corps and Army Headquarters, at each place being interrogated.

FURTHER NOTE: He was evidently confused about formations as 1 Canadian Division was in Italy at that time.

Earlier Career Incident: He was involved in a crash, 1145 hours, 8 August 1942 on Kittyhawk AL109, No.14 (F) Squadron, Sea Island. At the time he had flown Fleet Finch aircraft (37.30 dual, 28.35 solo), Yale (7.00 dual, 2.10 solo), Harvard (64.45 dual, 76.35 solo) and Kittyhawk (18.20 hours). Summary of Aircraft Accident Investigation No.381 read as follows:

Description of Flight: P/O McDuff took off on an authorized three-plane formation flight; he was also instructed to check the warning horn on the undercarriage which had been reported as faulty. After completing the exercise, he joined the circuit for a normal landing, and on the cross-wind leg of his approach he closed the throttle and found the horn to be unserviceable; he then lowered the undercarriage and checked by use of the hand pump and visual indicator to determine that the wheels were fully down. Two other aircraft were in the way on the first approach, so another circuit, without raising the undercarriage, was made, and the undercarriage again checked and a normal approach made at 115 m.p.h. with flaps fully lowered. The aircraft touched down wheels first without drift or bounce and ran perfectly straight for about 200 yards, then the starboard wing commenced to sink and the tail raise [sic], until the aircraft was sliding on its port wheel, radiator scoop and starboard wing tip. The pilot cut the switches, and the aircraft continued in a gradual curve to the right until it finally stopped and settled back coming to rest on its port wheel, tail wheel and starboard wing tip. The airframe was slightly damaged; damage was also done to the propellor, starboard flap, wing tip and the radiator cowling. The pilot was uninjured.

Findings of Investigation:

Cause: "In view of the pilot's evidence and that of two witnesses who substantiate it, the cause of the accident in my opinion was an unlocking of the starboard main leg hydraulic jack, caused by a lock in the selector unit, where dirt had accumulated."

Recommendations:

1. That a periodic check every 90 hours be carried out on the hydraulic selector unit.
2. That all pilots be instructed to check the undercarriage being fully down and locked by selecting wheels down and checking with the hand hydraulic pump on

the cross-wind leg just prior to turning into wind to land.

Conclusions of Accidents Investigation Branch: This accident was due to the failure of the starboard locking jack to operate properly, either because of dirt in the system or because the pilot did not allow sufficient time for wheels to become locked. He undercarriage warning horn was unserviceable and had been reported. Statement of the 7th Witness as follows:

“The reason for the unserviceable horn is that it was discovered during the daily inspection by the electrician who did not sign the L.14, and who reported the fact but that the aircraft was required and was sent off before the horn was made serviceable, the pilot being warned of this unserviceability. The accident would probably have been prevented had the horn been functioning (the diaphragm of the horn required tightening), as the pilot would have then definitely known that the undercarriage was not locked.”

The circumstances of the flight are not known, but it is recommended that unless it is imperative to take off immediately, minor defects of this nature should be attended to before flight is permitted.

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McEACHERN, P/O Thomas William (J87493) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. See **Field of Honour** (Bank of Montreal, c.1950). Born 27 October 1919 in Toronto; home there (bank employee). Formerly in Royal Canadian Artillery; enlisted in Toronto, 25 July 1941 and posted to No.4A Manning Depot; to No.8 SFTS (guard duty), 28 August 1941. To No.1 WS, 7 November 1941; promoted LAC, 9 December 1941; promoted Sergeant 22 June 1942; to No.1 BGS, 23 June 1942. To No.34 OTU, 6 July 1942. To “Y” Depot, 24 October 1942. To RAF overseas, 3 November 1942. Promoted Flight Sergeant, 22 December 1942. Promoted WO2, 22 June 1943. Commissioned 17 June 1944. Promoted Flying Officer, 17 December 1944. Following operational tour he instructed at No.1666 Heavy Conversion Unit. Repatriated 23 March 1945. To No1. Air Command, 3 April 1945. To No.16 SFTS, 6 May 1945. To Release Centre, 28 May 1945; retired 31 May 1945. DFC sent by registered mail, 10 March 1949. No citation other than “..in recognition of gallantry and devotion to duty in the execution of air operations against the enemy.” DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 10 September 1944 when he had flown 44 sorties (164 hours 35 minutes). First tour with No.21 Squadron, 20 November 1942 to 25 September 1943 (19 trips, 45 hours ten minutes); second tour 22 May to 6 September 1944 (25 trips, 119 hours 25 minutes).

This officer has just completed a second tour of operations. At all times he has displayed a fine example of courage and eagerness to come to grips with the enemy. His first tour consisted of daylight operations and Pilot Officer

McEachern was instrumental for the safe return of his aircraft and crew on many occasions. By constant vigilance he has saved his crew from many night attacks. His cheerfulness and crew spirit have been an inspiration to many newer crews. He is a valuable crew member and a skilful wireless operator.

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

The sortie list for the second tour was as follows:

22 May 1944 - Le Mans (5.30)
31 May 1944 - Au Fevre (5.15)
7 June 1944 - Acheres (5.05)
10 June 1944 - Versailles (5.15)
16 June 1944 - Sautecourt (4.35)
21 June 1944 - Oisemont (4.40)
24 June 1944 - Bonnetot (4.25)
25 June 1944 - Gorenflos (4.05)
27 June 1944 - Wizernes (3.45)
28 June 1944 - Metz (6.25)
4 July 1944 - Villeneuve St. George (6.00)
18 July 1944 - Mondeville (4.20)
18 July 1944 - Wesseling (5.30)
20 July 1944 - Grand Bois (3.35)
24 July 1944 - L'Hey (3.30)
25 July 1944 - Stuttgart (8.15)
28 July 1944 - Hamburg (5.30)
30 July 1944 - Annaye Seulle (4.05)
1 August 1944 - L'Hey (3.05)
3 August 1944 - Foret de Nieppe (3.30)
8 August 1944 - Chantilly (4.15)
12 August 1944 - La Bretque (4.30)
15 August 1944 - Soesterburg (3.50)
18 August 1944 - Gardening (5.55)
6 September 1944 - Emden (4.35)

Notes: Attended No.1664 Conversion Unit, 3 April to 2 May 1944. Crewed were J25956 F/O D.A. McNaughton (captain, later DFC), J27491 F/O V.J. Small (navigator), J28892 F/O G.L. Gilbert (bomb aimer, later DFC), R119130 Warrant Officer T.W. McEachern (WOP, later DFC), 621781 Sergeant R.A. Forsdyke (RAF flight engineer, later commissioned and DFC), R254704 Sergeant K.A.T. Harper (mid-upper gunner) and R201917 Sergeant P.F. Hunt (rear gunner, later commissioned and awarded DFC). McEachern had eight hours of GEE training and his Morse speed was 18 words per minute. "An average operator. A little weak in small details."

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McELHANNEY, F/O Robert Gordon (C12386) - **Mentioned in Despatches** - Station Tofino - Awarded 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 15 March 1917. Attended University of British Columbia and obtained a degree in Mining Engineering. Home in Vancouver; enlisted in Vancouver, 26 June 1942 in Aero Engineering trade and granted immediate commission. To No.5 Manning Depot on enlistment; to Aero Engine School, 17 July 1942; to No.8 SFTS, 22 December 1942; promoted Flying Officer, 26 December 1942; to Western Air Command, 31 March 1943; to No.115 Squadron, 1 September 1943; to Tofino, 19 August 1944; to No.3 Repair Depot, 24 September 1944; to Sea Island, 25 October 1944; promoted Flight Lieutenant, 1 January 1945. To No.22 Sub-Depot, 30 March 1945; to Sea Island, 2 October 1945; to Release Centre, 16 December 1945. Retired 21 December 1945. Certificate sent 7 July 1945. Postwar business with Don Oliver (United States and Canada), retiring as Vice-President of International Division. Member, Ontario Association of Professional Engineers. Died in St. Catharines, Ontario, 11 October 2015.

This officer's energy, initiative and leadership, often over and above the ordinary call of duty, resulted in the splendid record of his squadron in maintaining a high state of serviceability of aircraft. By his example at all times in placing the requirements of the service before personal considerations, he has inspired all ranks in his section to carry out their duties enthusiastically and with a high degree of efficiency and his outstanding efforts have contributed greatly to the success of flying operations at his station.

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McELHANNEY, F/L Thomas Perry (J7772) - **Distinguished Flying Cross** - No.417 Squadron - Award effective 22 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 9 September 1921 in Prince Albert, Saskatchewan; home in Ottawa. Educated at Queen's University where he was in COTC. Enlisted in Ottawa, 23 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 14 January 1941. To No.13 SFTS (guard duty), 7 February 1941; to No.3 ITS, 22 April 1941; graduated and promoted LAC, 28 May 1941; posted that date to No.13 EFTS; graduated 15 July 1941 and posted that date to No.9 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, 25 September 1943. Repatriated 25 January 1945; to No.2 SFTS, 26 February 1945; to Composite Training School, 22 March 1945; to No.1 Air Command, 11 April 1945; to Trenton, 10 June 1945; to No.4 Release Centre, 22 October 1945; retired 26 October 1945. DFC sent by registered mail, 24 April 1946. RCAF photo PL-27512 (ex UK-11320 dated 2 June 1944) shows him having lunch in the Anzio beachhead. RCAF photo PL-27658 (ex UK-13381 dated 10 August 1944) shows him.

This officer has completed two notable tours of operational duty. He has displayed the highest standard of skill and determination and throughout his devotion to duty has been unflinching. In September 1944 he led a formation of aircraft in an attack on a building which the enemy was using as a strong point. After a successful bombing run, during which his aircraft was hit by anti-aircraft fire, Flight Lieutenant McElhanney led his formation in again to rake the position with a hail of bullets. As a result the enemy abandoned his position. A few days later Flight Lieutenant McElhanney flew with great distinction on a similar assignment.

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McELREA, F/L William Gerald (J2935) - **Air Force Cross** - No.168 Squadron (RCAF) - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946 - Born 14 June 1921. Reportedly enrolled at Trenton, 6 November 1939 but pay cards indicate enlistment in Winnipeg, 16 April 1940; to No.1 ITS, 29 April 1940; graduated and promoted LAC, 24 May 1940; posted that date to Calgary Aero Club; may have graduated 22 June 1940 but not posted to No.1 SFTS until 20 July 1940; passed early tests on 17 September 1940; finally graduated and commissioned 6 November 1941. To Trenton, 6 November 1940; to No.124 (Ferry) Squadron, 15 July 1942; to "H" (Ottawa ?), 29 October 1943 To No.168 Squadron, 16 November 1943; promoted Flight Lieutenant, 1 March 1944; to No.12 (Communications) Squadron, 21 March 1946. Retired 21 June 1946. At date of award had flown 2,834 hours - 1,027 hours as transport pilot - 363 hours in previous six months. AFC sent by registered mail, 7 August 1949.

This officer has for the past year and one-half, been employed as Captain on the Trans-Atlantic and Mediterranean service, flying mail to armed forces in the different theatres of war. This officer's devotion to duty in the face of adverse weather and the efficient manner in which he has completed the most difficult tasks, even beyond the line of duty, has contributed greatly to the successful operations of this squadron.

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McELROY, F/O Gordon William Elwyn (J27417) - **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 17 August 1917 in Ounham, Quebec; home there (teacher). Large card at DHist says home was Cornwall, Ontario, although he enlisted in Montreal, 13 June 1942. Formerly in Sherbrooke Regiment. To No.1A Manning Depot, 30 June 1942. To No.5 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942 but not posted to No.4 AOS until 6 February 1943; graduated and commissioned 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Promoted Flying Officer, 25 December 1943. Repatriated 27 December 1944. To No.1 Air Command, 18 January 1945. To No.2

Release Centre, 20 January 1945. Retired 26 February 1945. Sent by registered mail, 5 February 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8831 has recommendation dated 9 November 1944 when he had flown 38 sorties (176 hours 26 minutes), 8 May 1944 to October 1944. The sortie list has been damaged; targets can be listed but in most cases the dates are missing. First operation was to Berneval (four hours); last operation to Gelsenkirchen (4 hours 13 minutes); longest to Stuttgart (date not known, 8 hours 17 minutes).

This officer has now completed his first operational tour consisting of 38 sorties involving 176 hours (124 points).

He is an efficient operational navigator with a thorough knowledge of his work both in the air and on the ground. He has always set a very good example to his fellow navigators, displaying great energy and keenness throughout. He is the navigator of a crew who carried out a very successful ditching and much of the success of this ditching and the subsequent rescue of the crew by Air Sea Rescue was due to his devotion to duty and high standard of efficiency as a navigator.

For his devotion to duty and fine operational record, I strongly recommend for the award of the Distinguished Flying Cross.

For more on his career see entry for F/L Emerson W. Andrew.

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McELROY, P/O John Frederick (J7230) - **Distinguished Flying Cross** - No.249 Squadron - Award effective 19 October 1942 as per **London Gazette** dated 3 November 1942 and AFRO 1830/42 dated 13 November 1942. Born in Port Arthur, Ontario, 3 November 1920. Educated at Prince of Wales School, Vancouver (1929-1933), Point Grey Junior High School, Vancouver (1934-1935), North Battleford High School (1936-1937) and Kamloops Collegiate (1938-1940). Formerly in North Battleford Light Infantry and Rocky Mountain Rangers. His frequent moves were due to his father's employment with the CNR. Enlisted in Vancouver, 6 November 1940. To No.1 Manning Depot, Toronto, 10 November 1940. To Debart, 17 December 1940. To No.16 Explosives Depot, 16 March 1941. To No.3 ITS, Victoriaville, 24 March 1941. To No.4 EFTS, Windsor Mills, 5 May 1941. To No.9 SFTS, Summerside, 22 June 1941; graduated and commissioned 1 September 1941. To "Y" Depot, 3 September 1941. Disembarked in Britain, 3 November 1941. To No.60 OTU, 15 November 1941 (Defiant, 120 hours). To No.54 Squadron, 24 March 1942 (Hurricane, 60 hours). To Station Castletown, 24 May 1942. To No.249 Squadron, Malta, 6 June 1942 (Spitfires, 110 hours). Promoted Flying Officer, 1 September 1942. Promoted Flight Lieutenant, 17 October 1942. Reverted to Flying Officer, 18 November 1942. To United Kingdom, 19 November 1942. To No.57 OTU, 5 December 1942 (140 hours). Took part in Exercise SPARTAN. To No.56 OTU, 21 July 1943 (50 hours). Embarked for

Canada, 18 October 1943, arriving 24 October 1943. Promoted Flight Lieutenant, 5 December 1942. Embarked from Canada, 12 December 1943; arrived in United Kingdom, 21 December 1943. To No.421 Squadron, 3 January 1944 (120 hours). Attached to No.16 Armament Practice Camp, 2-8 March 1944. Promoted Squadron Leader, 30 June 1944. To No.416 Squadron, 30 June 1944, serving to 31 October 1944 (80 hours). Repatriated 13 December 1944. To Western Air Command, 25 December 1944, To Patricia Bay, 7 February 1945. To Sea Island, 2 March 1945. To Patricia Bay, 27 April 1945. To Western Air Command Headquarters, 11 May 1945. Retired 24 September 1945. Enrolled in a civilian flying school to obtain Transport Pilots Certificate and Instructors Certificate. Rejoined with No.442 (Auxiliary) Squadron, 26 April 1947 (120176). Resigned 8 February 1948. Ran a U-Drive company and then employed by Johns Manville as a security officer. Joined Regular Force, Montreal, 2 April 1951 as Pilot in rank of Flying Officer.. To Flying Instructor School, Trenton, 6 April 1951. To Centralia, 1 July 1951. To Trenton, 16 December 1951. To No.2 Advanced Flying School, Macdonald, 26 January 1952. To No.2 Advanced Flying School, Portage la Prairie, 15 November 1952. To Station Macdonald, 13 April 1955. To No.1 (Fighter) OTU, Chatham, 7 June 1955. To No.2 (Fighter) Wing, Grostenquin, 8 October 1955. Promoted Flight Lieutenant, 1 January 1956. To No.6 TACC (whatever that is), Metz, 14 April 1958 as a Controller. To Station Sydney, 9 September 1959. To No.129 AEF, Trenton, 16 July 1963. To Station Trenton, 12 August 1963. Retired 9 November 1964. Became a real estate agent. Died in Victoria, 24 October 1994. DFC and Bar presented 29 May 1947. RCAF photo PL-15919 (ex UK-4020 dated 21 May 1943) shows F/L J.F. McElroy, DFC after investiture with Private Bea Belyea (CWAC) and F/O H. Hoar "of New Brunswick." For additional details see H.A. Halliday, **The Tumbling Sky**.

During recent fighting over Malta this officer displayed great courage and outstanding determination to destroy the enemy. On October 12th, 1942, during an interception, he destroyed a Messerschmitt 109 and then pursued a Junkers 88. Six enemy fighters were in close proximity and Flying Officer McElroy turned towards them and destroyed one before they broke off the fight. Three days later his section attacked a formation of Junkers 88s and Flying Officer McElroy probably destroyed one of them. On another occasion when one of his comrades was shot down in the sea, Flying Officer McElroy guided a rescue launch to the spot, in spite of the presence of enemy fighters. This officer who has completed many reconnaissances and destroyed five enemy aircraft has displayed inspiring leadership.

McELROY, F/L John Frederick, DFC (J7230) - **Bar to Distinguished Flying Cross** - No.421 Squadron - Award effective 4 August 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944.

This officer continues to display the finest qualities of courage and determination in air operations. In June 1944 he flew the leading aircraft of a formation which engaged a force of more than thirty enemy fighters, nine of which were shot down. Although his aircraft sustained severe damage, Flight Lieutenant McElroy

made a safe landing at an airfield. In this engagement he displayed leadership of a high order.

Notes: Application for Operational Wing dated 26 January 1944 stated he had flown 140 sorties (105 operational hours) with Nos.54 and 249 Squadrons, 25 March to 17 November 1942,

Slightly injured (facial scratches and shock), 16 June 1944, Spitfire IXB, serial MK472, leading 12 aircraft each from Nos.416 and 403 Squadrons, airborne 1856 hours. He was leading his squadron, Red 1 position, when Me.109s encountered at 15,000 feet over northeast outskirts of Caen at 1945 and were engaged. At about 2005 hours over Argentan at 14,000 feet his aircraft was hit by a cannon shell that blew off his port aileron. Aircraft stalled at 200 miles per hour. He managed to crash land at B.2 with control column jammed.

Application for Operational Wing and Bar drafted 19 December 1944. Claimed (second tour only), 233 sorties, 200 operational hours, 1 January to 29 October 1944.

Although his retirement from the RCAF Auxiliary (No.442 Squadron) was effective 8 February 1948, he had clearly shown no interest in the unit for some time and had not kept authorities informed of his intentions. On 26 February 1948, W/C D.C.S. MacDonald (Station Vancouver) wrote, "F/L McElroy has failed to meet the attendance requirements of 442 Aux (F) Squadron and has not contributed to the organization and support of Squadron activities, as expected of a Flight Lieutenant in the position of Flight Commander. Further to the above, this officer has ignored correspondence in which he was requested to account for his non-attendance and/or apply for resignation, the event that he found he was unable to continue his duties with the Squadron." There is nothing in his service documents, then or later, that he was contemplating joining the Israeli Air Force.

A summary of his flying to 31 December 1954 listed the following types - Fleet (65 hours 25 minutes), Harvard (787.35), Texan (217.10), Miles Master (25.50), Defiant (61.45), Hurricane (66.00), Spitfire (501.10), Anson (1.05), Expeditor (9.30), light planes (260.15), Mustang (4.45) and Silver Star (32110).

Selected Assessments: 3 December 1942, No.249 Squadron, when he had flown 471 hours 40 minutes (89.35 on past six months). "McElroy is a sound officer, a good pilot and an able and conscientious Flight Commander." (W/C W.A.J. Satchell and G/C J.D. Miller). "A capable Fighter Flight Commander." (A/V/M K.R. Park).

30 June 1943, report through RCAF Liaison Officer, Fighter Command, on completion of six months instructional duties. "Posted to No.57 OTU as Flying Instructor, 5 December 1942. This officer has good operational record, won DFC in Malta, Rather temperamental and not entirely suited as a Flight Commander at OTU. Recommended as Flight Commander in a Canadian squadron."

Training: Interviewed 26 June 1940 by an officer named Jones. "A fine clean cut lad, reacts

quickly. Intelligent. Fine appearance and bearing. Three years in militia. Very keen to serve and well above average. Typical fighter pilot.”

Attended No.3 ITS, 24 March to 4 May 1941. Courses in Mathematics (78/100), Armament, practical and oral (82/100), Signals (100 /100), Hygiene and Sanitation (27/40), Drill (88/100) and Law and Discipline (60/60). Placed 31st in a class of 379. “Has had Army experience as an NCO. Is a very mature man, excellent personality and bearing and should do extremely well. Plenty of ‘go’ in him. Possible officer material.”

Attended No.4 EFTS, 10 May to 21 June 1941. Fleet Finch aircraft - 31 hours ten minutes dual, 34.05 solo; was 5.40 on instruments. Logged ten hours in Link. Considered above average - “Good progress throughout. Side slips and spins need checking. Should make good fighter pilot.” (W.S. Wrathall, Chief Flying Instructor). Ground courses in Airmanship (144/200), Airframes (90/100), Engines (52/100), Signals, practical (100/100), Theory of Flight (80/100 on supplemental), Air Navigation (104/200), Armament, oral (124/200). Rated 150/200 in Qualities as an Officer. Placed 22nd in a class of 29. “Pleasing personality, clean cut and smart appearance; good officer material. Did efficient work as class senior at this station. Showed initiative. Definite officer material. Conduct good.

Attended No.9 SFTS, 21 June to 1 September 1941. Harvard II aircraft - 37.30 day dual, 45.35 day solo, 3.00 night dual, 7.05 night solo. Logged 20 hours in Link. “Above average pilot. Navigation 76 percent. This pilot has no outstanding faults.” (S/L N.S. Anderson). Courses in Airmanship and Maintenance (141/200), Armament, written (55/100), Armament, practical (73/100), Navigation and Meteorology (154/200), Signals, written (73/100) and Signals, practical (49/50). Placed seventh in a class of 55. “Has progressed satisfactorily and has proven himself to have ability.”

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McEVOY, Sergeant Donald Ralph (R165361) - **Distinguished Flying Medal** - No.425 Squadron - Award effective 29 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born in Midland, Ontario, 18 April 1923; home in Lindsay, Ontario (purchasing agent); enlisted in Toronto, 7 May 1942 and posted to No.1 Manning Depot. To No.3 WS, 31 July 1942. Promoted LAC, 3 September 1942. On course at No.3 WS from 3 August to 28 September 1942 To No.1 Manning Depot again, 31 October 1942. On course at No.3 WS again, 12 February to 9 April 1943 but removed from course, apparently unable to master wireless skills and reclassified as straight Air Gunner. To No.2 Air Gunner Ground Training School, Trenton, 17 April 1943. To No.3 BGS, Macdonald, 12 June 1943. Graduated 23 July 1943 when promoted Sergeant. To “Y” Depot, Halifax, 6 August 1943. To RAF overseas, 25 August 1943, actually embarking from Halifax on 26 August 1943. Disembarked in United Kingdom, 1 September 1943. Taken on strength of No.3 PRC, Bournemouth, 2 September 1943. To No.22 OTU, 21 September 1943. To No.61 Base, 2 November 1943.

Attached to No.1664 Conversion Unit, Dalton, 4 December 1943 to 12 January 1944. To No.425 Squadron, 12 January 1944. Commissioned as per Air Force Overseas Order 1106/44 dated 29 September 1944 and Appointments, Promotions and Retirements Order dated 16 October 1944, with effect from 2 June 1944 (J88896). Killed in action, 15/16 June 1944 (Halifax LW715); buried in France. DFM sent by registered mail to next-of-kin, 11 June 1946. RCAF photo PL-26883 (ex UK-8358 dated 29 February 1944) shows (left to right) F/O E.E. Kirk (pilot, Fort Francis), Sergeant Clarence Robertson (tail gunner, Montreal), Sergeant Don McEvoy (mid-upper gunner, Lindsay, Ontario) and F/O Fred Hagen (wireless operator, London, Ontario).

In June 1944 this airman was the mid-upper gunner of an aircraft detailed to attack an enemy target. On the return flight the bomber was attacked by a fighter. Sergeant McEvoy defended his aircraft with great skill and his accurate bursts of fire caused the destruction of the attacker. Some nights later, Sergeant McEvoy shot down another enemy aircraft after a spirited fight. This airman has proved himself to be a gallant and determined member of aircraft crew.

Recommendation drafted 14 June 1944 when he had flown 19 sorties (108 hours 45 minutes). Reproduced in Ian Tavender, **The Distinguished Flying Medal Register for the Second World War** (London, Savannah Publications, 2000), citing file Air 2/9158:

While returning from an operation against Acheres, France, on the night of 7th/8th June 1944, the Halifax aircraft in which Sergeant McEvoy was mid-upper gunner was attacked by an enemy fighter. With cool determination and highly commendable skill, Sergeant McEvoy returned fire so effectively that the enemy aircraft was destroyed. On the night of 12th/13th June 1944, whilst returning from a raid on Cambrai, France, Sergeant McEvoy again displayed outstanding courage and devotion to duty when his aircraft was once more attacked by an enemy fighter. By his skillful directions to his pilot on this occasion, he not only prevented damage to his aircraft and possible injuries to the crew but subsequently succeeded in destroying the enemy aircraft which was seen to hit the ground and explode. I consider that this Non-Commissioned Officer's determination, skill and fine offensive spirit fully merit the award of the Distinguished Flying Medal (Immediate).

DHH file 181.009 D.1730, Library and Archives Canada RG.24 volume 20607 has another draft when he had flown 19 sorties (108 hours 45 minutes) as Mid-Upper Air Gunner. Sortie list and text as follows:

24 February 1944 - Schweinfurt (4.40, duty not carried out)
25 February 1944 - Augsburg (7.00)
1 March 1944 - Stuttgart (4.00, duty not carried out)
15 March 1944 - Stuttgart (8.35)
30 March 1944 - Nuremberg (7.25)

9 April 1944 - Villeneuve St. George (5.25)
10 April 1944 - Ghent (3.25)
18 April 1944 - Noisy-le-Sec (4.50)
20 April 1944 - Lens (4.00)
22 April 1944 - Dusseldorf (5.00)
26 April 1944 - Essen (2.40, duty not carried out)
27 April 1944 - Aulnoye (4.50)
30 April 1944 - Somain (4.35)
1 May 1944 - St. Ghislain (4.05)
19 May 1944 - Merville-Franceville (4.20)
22 May 1944 - Le Mans (5.25)
27 May 1944 - Bourg Leopold (4.05)
31 May 1944 - Au Fevre (4.55)
5 June 1944 - Houlgate (4.30)
7 June 1944 - Acheres (4.30)
8 June 1944 - Mayenne (5.40)
12 June 1944 - Cambrai (5.10, enemy aircraft destroyed)
15 June 1944 - Boulogne - MISSING

On the night of 7/8th June 1944, whilst returning on an operation on Acheres, France, Sergeant McEvoy displayed great initiative and ability in attacking and destroying an enemy aircraft. On the night of 12/13th June 1944, when returning from Cambrai, France, when again attacked, he so directed his pilot that no damage was sustained, either to the crew or the bomber, and destroyed the enemy fighter, which was seen to hit the ground and explode. Sergeant McEvoy's devotion to duty, courage and coolness is worthy of high praise.

Notes on Enlistment and Training: Interviewed in Toronto, 28 April 1942 by F/O L.W. Jordan who described him thus: "Youthful, medium height, stocky build, average personality; four years high school 1940, one year business school, 1941, one year in purchasing department of General Motors, moderately active in sports, considerable target shooting at high school, does carpentry work in spare time; appears keen about Wireless but no previous activities in this, somewhat mature for age (19). General robust appearance gives impression of good nature and good enduring powers, average WO/AG material and wishes immediate enlistment."

A report of training describes a course lasting from 3 May to 23 July 1943 which overlaps both No.2 AGGTS (Trenton) and No.3 BGS (Macdonald). Stage I training presumably was that spent at Trenton and was ground subjects only - Armament, Oral (80/100), Armament, Written (165/300), Anti-Gas (81/100), Aircraft Recognition (90./100), Mathematics (27/50), Navigation (61/100), Law, Administration and Hygiene (78/100), and Signals (75/100).

Stage II training presumably was that at Macdonald. He flew in Battle and Norseman aircraft, logging a total of 22 hours 35 minutes. On the ground he operated Vickers Gas Operated

machine guns and Browning machine guns; in the air he operated only VGO guns. He had ground instruction in three types of turrets (Bristol, Frazer-Nash, Boulton-Paul) but only one type of turret in the air (Bristol). He spent 15 hours on "Turret Manipulation". He did not expose any film but fired 400 rounds on Skeet Range, 785 rounds on 25 Yard Range, 800 rounds on 200 Yard Range (plus 300 more at night), 400 rounds air-to-ground, , 3,475 rounds air-to-air and scored 5 percent hits. Ground subjects in Stage II were Armament, Written (126/150), Armament Practical and Oral (88/100), Aircraft Recognition (84/100), Drill (68/100), Signals (90/100). His "Ability as Firer" was graded at 71/100. He placed 76th in a class of 129 The Chief Instructor described him as "Average student, keen worker; has a strong sense of responsibility, obliging, cooperative, showed good gunnery sense in carrying out air exercises; has a sound knowledge of his trade; should make a capable crew member."

At No.22 OTU course lasted 21 September to 2 December 1943. Ground courses and marks as follows: Aircraft Recognition (100/200), Guns (120/200), Reporting, Fighting Control (125/200), Sighting, Including Practices on G.T.S.T. [simulator ?] (100/200); Turrets, Drill and Components (100/200). In Air Work he completed nine daylight cine-camera exercises and was assessed at 6/16. He took part in two daylight exercises (1,200 rounds on each) and three night exercises (two firing 1,200 rounds, one firing 600 rounds) and scored 3.5 percent hits. He was in Wellington III aircraft (22 hours 20 minutes by day, 21 hours 55 minutes by night). On 24 November 1943 the Officer Commanding wrote of him, "A steady, reliable type. Tries hard and has made moderate progress in the operational flights. Needs more instruction on turrets, sighting and aircraft recognition. Cine films quite good for range estimation and turret manipulation, needs more practice firing in the corkscrew. Not recommended for a commission."

On 16 March 1944 he was hospitalized following bale out from a Halifax. The medical report from Station Hospital, Tholthorpe, reads: "In baling out from Halifax this morning at approximately 0330 hours, left boot came partially off. He states he endeavoured to put it on while descending but reached ground with it 3/4 on. Twisted left ankle under him on landing and bruised right calf." He was transferred to RAF Hospital, Cosford, 17 March 1944. Discharged on 22 March 1944 with seven days leave before reporting to unit on 31 March 1944.

Prior to going missing his earlier baleout was described on website "Lost Bombers". Halifax LW413, No.425 Squadron (KW-Q), target Stuttgart, 15/16 March 1944. Aircraft was airborne at 1905 hour, 15 March 1944. On return, abandoned out of fuel and crashed 0340 onto property in Adelaide St, Brierley Hill on the northern side of Halesowen in the western suburbs of Birmingham. Three homes were demolished and three others were badly damaged. One civilian died and another was injured. Crew was F/O E.E.Kirk, RCAF; Sergeant C.Adams; F/O H.G.Facey, RCAF; P/O K.F.Bush; F/O H.D.Hagen, RCAF; Sergeant C.E.Robertson; Sergeant D.R.McEvoy.

The website "Lost Bombers" has the following on his going missing. Halifax LW615 of No.425 Squadron (KW-O), target Boulogne, 15/16 June 1944. The aircraft was airborne at 2045 hours,

15 June 1944 tasked to attack enemy shipping in Boulogne Harbour. Cause of loss not established. Crashed at Devres (Pas-de- Calais) 20 km SE of Boulogne. Crew consisted of F/O E.E.Kirk, RCAF (evaded), Sergeant C.Adams (killed), F/O H.G.Facey, RCAF (POW), F/O D.Stubbs, RCAF (POW), F/O F.D.Hagen, RCAF (evaded), Sergeant D.R.McEvoy, RCAF (killed), Flight Sergeant Furneaux, RCAF (evaded), P/O O.R.Collins, RCAF (evaded).

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McEVOY, LAC Stephen Thomas (R158988) - **Mentioned in Despatches** - Skipton-on-Swale - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 10 September 1923. Home in Toronto; enlisted in Galt, Ontario, 27 March 1942 and posted to No.5 Manning Depot. To Technical Training School, St. Thomas, 21 May 1942. Promoted AC1, 15 August 1942. To No.3 Repair Depot, 19 August 1942. To Sea Island, 23 August 1942. Promoted LAC, 1 January 1943. To "Y" Depot, Halifax, 1 February 1943. To RAF overseas, 8 March 1943. Serving with No.433 Squadron, he was involved in rescue efforts following crash when Halifax HX245 crashed on top of Halifax HX277 - see entry for Corporal Pierce Whitman Butler. Repatriated 18 June 1945. To Debert, 19 June 1945. Released 8 September 1945. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ when he had served one year in Canada, 22 months overseas. Fitter IIE.

This airman is a very hard and conscientious worker and has often carried on for long periods of time under most adverse conditions in order to prepare his aircraft for operations. It is felt that he is a fine example to his fellow workers and a strong aid to his NCOs.

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McEWAN, F/O Bruce Davidson (J38574) - **Distinguished Flying Cross** - No.128 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 21 December 1918 in Niagara Falls, Ontario; home in Toronto; enlisted there 6 December 1940 and posted at once to No.1 Manning Depot. To No.1A Manning Depot, 28 December 1940. To No.1 Manning Depot again, 20 March 1941. To No.1 ITS, 16 May 1941; graduated 21 June 1941 on promotion to LAC and posting to No.3 EFTS; to No.5 SFTS, 8 August 1941. Graduated 24 October 1941 and promoted Sergeant. To No.2 ANS, 28 October 1941. To No.5 SFTS, 5 January 1942. Promoted Flight Sergeant, 24 April 1942. Promoted WO2, 24 October 1942. Promoted WO1, 24 April 1943. Commissioned 28 September 1943. To "Y" Depot, Halifax, 13 December 1943. Taken on strength of No.3 PRC, Bournemouth, 23 January 1944. Promoted Flying Officer, 28 March 1944. Initially with No.692 Squadron, Graveley, before posting to No.128 Squadron. Repatriated 7 February 1945. Retired 28 July 1945. DFC sent by registered mail, 28 May 1948. Graduated from University of Toronto. Employed 30 years by Eastman Kodak of Rochester, New York. Moved to Plattsburg; died there 14 August 2010. As of 1950 living in Brockport, New York. No citation other than

"completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8831 has recommendation dated 20 November 1944 when he had flown 35 sorties (130 hours 53 minutes), 18 July to 4 November 1944. Sorties with No.692 Squadron indicated with asterix (*)

18 July 1944 - Buer*
19 July 1944 - Bremen*
20 July 1944 - Bottrop*
23 July 1944 - Berlin*
24 July 1944 - Berlin*
26 July 1944 - Hamburg*
27 July 1944 - Stuttgart*
29 July 1944 - Frankfurt*
6 August 1944 - Castrop Rauxel*
8 August 1944 - Cologne*
23 August 1944 - Cologne*
25 August 1944 - Berlin*
27 August 1944 - Mannheim*
28 August 1944 - Essen*
31 August 1944 - Dusseldorf*
1 September 1944 - Bremen*
3 September 1944 - Karlsruhe*
7 September 1944 - Karlsruhe*
8 September 1944 - Nuremburg*
11 September 1944 - Berlin
15 September 1944 - Berlin
1 October 1944 - Brunswick
3 October 1944 - Kassel
6 October 1944 - Berlin
9 October 1944 - Wilhelmshaven
11 October 1944 - Berlin
14 October 1944 - Mannheim
18 October 1944 - Hanover
23 October 1944 - Essen
24 October 1944 - Hanover
29 October 1944 - Cologne
30 October 1944 - Berlin
1 November 1944 - Berlin
3 November 1944 - Berlin
4 November 1944 - Hanover

Flying Officer B.D. McEwan, RCAF, has completed 35 operational sorties as a pilot in Mosquitoes of No.8 (Pathfinder Force) Group since August 1944, and has

shown considerable skill and success in all these operations against Germany.

In an e-mail to the RCAF Association, his son, David B. McEwan, MD, provided a list of additional sorties as listed in his father's logbook: These brought his total sorties to 50 (49 at night and one by day).

18 November 1944 - Weisbaden
20 November 1944 - Hannover
23 November 1944 - Hannover
25 November 1944 - Nuremburg
28 November 1944 - Nuremburg
29 November 1944 - Hannover
1 December 1944 - Karlsruhe
5 December 1944 - Ludwigshaven
7 December 1944 - Cologne
11 December 1944 - Hamborn - his only daylight sortie
15 December 1944 - Hannover
17 December 1944 - Munster
18 December 1944 - Munster
28 December 1944 - Frankfurt
29 December 1944 - Scholven

NOTE: His pilot was F/L John Harbottle, DFC (RAF) whose medals were offered for auction by Spink in December 2000. The auction catalogue mentioned that their sortie of 6/7 October 1944 to Berlin was harrowing, their Mosquito being coned by searchlights for 15 minutes. The ORB noted that the aircraft's starboard flap was shot away, in addition to further damage to the rear spar.

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McEWAN, F/O Ian Gawthorp (J18808) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 19 May 1944 and AFRO 1296/44 dated 16 June 1944. Born in Kamloops, British Columbia, 11 June 1921; home in Vancouver; enlisted there 2 December 1941 and posted that date to No.3 Manning Depot. To No.4 ITS, 28 March 1942; posted "Elsewhere", 3 June 1942; promoted LAC, 22 June 1942. To No.2 BGS, 4 July 1942. Promoted Sergeant, 14 August 1942. To "Y" Depot, 15 August 1942. To RAF overseas, 26 October 1942. Promoted Flight Sergeant, 14 February 1943. Commissioned 16 September 1943. Promoted Flying Officer, 16 March 1944. Repatriated 7 October 1944. To No.5 OTU, 13 November 1944. To Release Centre, 5 September 1945. Released 10 September 1945. Medal sent by registered mail, 16 June 1955. No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

Public Record Office Air 50/248 has Combat Report for an action in which he was engaged as a Flight Sergeant (R143335). Pilot was F/O M. Sattler.

Whilst on operations on the night of 15/16th July 1943, Halifax Aircraft P (HR860), heading 114° T., flying at 5,500 feet, position 47.11° N, 05.38° E., was attacked by an enemy aircraft which both the Rear and Mid-Upper gunners identified as a Dornier 217.

The enemy aircraft was first seen by Rear Gunner [Flight Sergeant I.G. McEwen, RCAF] on a parallel course at 300 yards on port side. It continued to fly in this position for three minutes. Both Rear and Mid-Upper Gunners recognised British camouflage and roundels on the attacking aircraft. Enemy aircraft passed from port beam to starboard beam and fired a burst of cannon and machine gun fire. Halifax aircraft was doing violent corkscrew evasive action. Halifax aircraft sustained damage on first attack. Mid-Upper Gunner (F/O W.R.W. Anderson, RCAF) wounded four times in left arm. Mid-Upper Gunner continued to keep on firing. Enemy aircraft made seven or eight attacks. Enemy aircraft went into a slight dive and one engine was seen to burst into flames just before enemy aircraft crashed into the ground where it continued to burn.

Rear Gunner [McEwen] fired approximately 2,500 rounds and Mid-Upper 450 rounds. The enemy aircraft is claimed as destroyed.

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McEWEN, A/V/M Clifford McKay (C60) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Griswold, Manitoba, 2 July 1896. Educated at Moose Jaw, Saskatoon and University of Saskatchewan. Enlisted in 196th Battalion (CEF), 24 March 1916, commissioned in England 28 April 1917, transferred to RFC in June 1917 and subsequently served with No.28 Squadron on the Italian front (22 kills, MC, DFC and Bar, Italian Bronze Medal for Valour). In overseas CAF and postwar CAF/Air Board/RCAF, first appointment as Air Pilot and Navigator, 23 June 1920. Appointed to CCA Branch of Air Board, 18 September 1920. Active on early aerial surveys; (featured in **Photographing Canada in Flying Canoes** by S. Bernard Shaw, General Store Publishing, 2001). Reported to Halifax as Air Pilot Navigator, 29 December 1920. Departed Halifax on 16 April 1921 for Montreal and Ottawa. Transferred to Sioux Lookout, arriving 24 April 1921. With Northern Ontario Mobile Unit that summer. Departed Sioux Lookout on 12 October 1921 to ferry HS2L to Ottawa via Port Arthur, Sault Ste. Marie, and North Bay, arriving Ottawa 25 October 1921. To Camp Borden, reporting 9 December 1921 (refresher flying course with Canadian Air Force) before returning to Civil Service duty, 16 January 1922. Departed Ottawa, 2 May 1922 for Whitney and Parry Sound operations, at which time the following personnel were identified: F/L C. McEwen (Whitney), P/O T.A. Lawrence (Parry Sound), F/L P.F. Townley (Whitney, with rank of Pilot Officer), F/O R.M. Smith

(Whitney), F/O L.F. Stevenson (to Victoria Beach as Pilot Officer). To Montreal, 26 June 1923 to report to F/L A.L. Johnson, Resident Inspector, Canadian Vickers, to test the second Vickers Viking. First test flight was to carry only himself, Johnson and a mechanic; further flights would have S/L L.S. Breadner as second pilot. Suffered burns to hands and face in a motor boat accident (gasoline explosion) at Rockcliffe, 15 July 1923. Discharged from hospital, 25 July 1925. Craft was M.5, he was sole occupant and held not to blame for loss of boat. To Grand'Mere, late July 1923 "for the examination of W.R.S. Humphrey of the Fairchild Aerial Survey Co. for Commercial Air Pilot's Certificate." Resigned from Civil Service, 1 September 1923 to take CAF appointment as Flight Lieutenant. To Canadian Vickers, 6 November 1923 to do acceptance test on Viking EZ. Detailed for Army Cooperation Course, Camp Borden, 12 November 1923. To Command Station Ottawa and RCAF Technical Depot, Ottawa, 1 April 1924. To Camp Borden, 3 January 1925. Promoted Squadron Leader, 1 January 1929. Posted to Courses Abroad, 9 January 1930. Attended RAF Staff College, with attachments to Cranwell and Andover (Army Cooperation Course). Also attached to Calshot. To RCAF Headquarters, 31 May 1931 and subsequent attachment to Royal Military College, organizing courses for RCAF officers preparing for Staff College. To Camp Borden, 1 September 1932, where he was praised for "building up the School of Army Cooperation" which he eventually commanded. To AFHQ, 16 June 1935 as Staff Officer, Air Staff Duties. Promoted Wing Commander, 1 April 1937. To Station Trenton, 15 December 1938. Promoted Group Captain, 1 April 1939. Promoted Acting Air Commodore, 19 March 1940. Relinquished that rank and reverted to Group Captain, 27 March 1941. Re-appointed Air Commodore, 23 December 1941. Early in Second World War commanded No.1 Training Command (Toronto). To No.3 Training Command (Montreal), 1 April 1940. To Eastern Air Command, 27 March 1941; to No.1 Group (St.John's), 15 July 1941. Taken on strength of RCAF Overseas Headquarters, 24 December 1942. To Station Topcliffe, 25 March 1943. To Base Linton, 18 June 1943. To Headquarters, No.6 (RCAF) Group, 29 February 1944 to command; promoted Air Vice-Marshal that date. To RCAF Overseas Headquarters, 10 February 1945. To No.6 Group Headquarters, 21 March 1945. To Halifax, 19 July 1945. Designated commander of bomber group in Tiger Force (war ended before it took shape); to RCAF War Staff College, Toronto, 21 August 1945. To Station Lachine, 6 October 1945. Retired 27 April 1946; died 6 August 1967. Medals with Canadian War Museum (AN 19840094-001, 002 and 003) along with extensive papers. No citation in Canadian sources. RCAF photo PL-15810 (ex UK-3766 dated 3 May 1943) shows him as Air Commodore, seated at his desk as Base Commander. Photo PL-32413 shows a Flight Sergeant Black, Queen Elizabeth, Princess Elizabeth, A/C C.R. Slemon, A/V/M C.M. McEwan, and G/C N.S. MacGregor. RCAF photo PL-28440 (ex UK-9422 dated 1 April 1944) has A/V/M McEwen congratulating W/C W.H. Swetman on award of DSO. RCAF photos PL-28441 (ex UK-9423) and PL-28442 (ex UK-9424) dated 1 April 1944 shows W/C W.H. Swetman with A/V/M C.M. McEwen. Photo PL-28443 (ex UK-9425) shows A/V/M McEwen with his Scottie, "Black Mike" beside a Lancaster tail. Photo PL-32414 shows G/C N.S. MacGregor, A/V/M C.M. McEwen, Princess Elizabeth and Queen Elizabeth. RCAF photo PL-40162 (ex UK-16731 dated 21 November 1944) shows (left to right), A/V/M C.M. McEwen (AOC No.6 Group, Air Commodore J.L. Hurley (present commander, No.62 Base), Air Commodore A.D. Ross (former commander of base), and Air Commodore J.E. Fauquier (former commander, No.62

Base, holding official crest of base newly presented). RCAF photo PL-40163 (ex UK16732 dated 21 November 1944 shows (left to right), A/V/M C.M. McEwen (AOC No.6 Group, Air Commodore J.E. Fauquier (former commander, No.62 Base), Air Commodore J.L. Hurley (present commander, No.62 Base, holding official crest of base newly presented) and Air Commodore A.D. Ross (former commander of base). . RCAF Photo PL-40168 (ex UK-16737 dated 21 November 1944) shows A/V/M C.M. McEwen (left) with Corporal Maurice Marquet, GM A/C A.D. Ross, GC, and LAC Melvin Muir Mackenzie, BEM. PL-40178 (ex UK-16836 dated 22 November 1944 is of A/V.M C.M. McEwen at Conversion Unit commanded by Group Captain H.H.C. Rutledge (Winnipeg) congratulating base on fine showing in Victory Loan campaign. RCAF Photo PL-43698 (ex UK-21116 dated 3 May 1945) is captioned as follows: "Squadron Leader Jack Watts, Moose Squadron pilot from Hanley, Saskatchewan, meets A/V/M C.M. McEwen, CB, MC, DFC and Bar, Montreal, Air Officer Commanding the Canadian Bomber Group in Britain, beneath 'Malton Mike', the 300th four-engined Lancaster bomber to be built in Canada, which will be under the command of Watts." RCAF photo PL-44450 (ex UK-21989 dated 7 June 1945) shows A/V/M C.M. McEwen and F/L Ches Holmes (personal staff officer) examining exhibits at "Meet Canada" exhibition in Leeds. RCAF photo PL-44709 (ex UK-21927 dated 16 June 1945) is captioned as follows: "When G/C W.V. McCarthy recently came to confer with Roman Catholic chaplains stationed with the RCAF Bomber Group in Britain, he met at the Headquarters with A/V/M C.M. McEwen, CB, MC, DFC and Bar, Air Officer Commanding the Group. G/C McCarthy is Senior R.C. Chaplain overseas." RCAF photo PL-44803 (ex UK-22264 dated 28 June 1945) shows A/V/M C.M. McEwen about to embark for Canada in Lancaster "Malton Mike" with his terrier, "Black Mike"; standing beside the airplane and about to say goodbye is his personal assistant, Section Officer E.V. Gear of Cumberland, British Columbia. PL-44804 (ex UK-22265 dated 28 June 1945) shows A/V/M C.M. McEwen about to embark for Canada in Lancaster "Malton Mike", at left, trying on flying gear, is S/L A.C. Holmes (St. John's, Newfoundland, personal staff officer to McEwen); McEwen is talking to W/C D.V. Hutton (Toronto, Group Medical Officer for No.6 Group). Public Records Office Air 2/9003 (dealing with Birthday Honours) has a recommendation which is very dated in content, having been drafted when he was an Air Commodore and was Officer Commanding, No.62 Base, Linton.

This officer was appointed Base Commander at No.62 Operational Base in June 1943; since then five squadrons have either formed or converted after movement into the base, the three Lancaster II squadrons already being units in the Base. Air Commodore McEwen has by his untiring efforts and leadership brought the Base to a very high level of operational efficiency. His ability and zeal have been worthy of the highest praise.

McEWEN, A/V/M Clifford MacKay, MC, DFC (C60) - **Companion, Order of the Bath** - No.6 Group Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Presented at Buckingham Palace, 2 February 1945. Public Records Office Air 2/9017 has recommended citation.

This officer formerly commanded No.62 Base and in February 1944 was selected to command No.6 Group. He has displayed untiring energy and leadership and has brought his Group to a high standard of operational efficiency. Throughout the preparation for D day and during the operations in connection with the Allied landing in Normandy, he was responsible in a large measure for the success which his squadrons achieved in support of the operation.

McEWEN, A/V/M Clifford McKay (C60) - **Commander, Legion of Merit (United States)** - No.6 Group - Award effective 19 June 1945 as per **Canada Gazette** dated 6 April 1946 and AFRO 388/46 dated 12 April 1946. Public Records Office Air 2/9108 has recommendation.

Air Vice Marshal McEwen has served overseas since late 1942 at RCAF Headquarters and as Air Officer Commanding No.6 RCAF Bomber Group of RAF Bomber Command. His outstanding achievements on the Headquarters Staff and as the Operational Commander of the Canadian Bomber Group, in planning and executing the RCAF part in the close co-operation which has existed between the USAAF and the British Air Services, and his success in advancing the cordial relations between these services have been outstanding characteristics of his fine work. These achievements are a reflection of his effective association with the United States Forces in his previous position of Air Officer Commanding No.1 Group, Eastern Air Command, whose co-operation between the Services was the foundation of their success.

McEWEN, A/V/M Clifford McKay, CB (C60) - **Officer, Legion of Honour (France)** - No.6 Group (AFRO gives unit only as "Overseas") - **French Legion of Honour** - Award effective 19 October 1945 as per AFRO 1619/45 of that date. Public Records Office Air 2/9645 has citation.

As Air Officer Commanding, No.6 (RCAF) Group, Air Vice Marshal McEwen was responsible for the organisation of the operational effort of the Bomber Group under his command during the invasion of Normandy and subsequently during the liberation of France. All operations were efficiently executed.

Notes: On 10 December 1929, W/C G.M. Croil (Commanding Officer, Camp Borden) assessed him. During the year he had flown 87 hours ten minutes. " This officer was promoted to the rank of Squadron Leader on 1 January 1929. During the year he has been employed as Chief Flying Instructor in which capacity he has given entire satisfaction. He has been responsible for the flying discipline of the station and for the command of the Officers Squadron during the Summer Training period, all of which duties have been performed in a very satisfactory manner. He has been a good example to all his juniors during the past 12 months. He is detailed to attend the next course at the RAF Staff College, England. He took great interest in the activities of the Officers' Squadron this year."

Assessed 10 December 1930 on conclusion of RAF Staff College course (signature of Air

Commodore Commandant is "P.B. J— ?). "A cheerful, hardworking officer with a strong sense of humour. Very quiet and reserved in the presence of senior officers; not a particularly striking personality. His mental capacity is somewhat limited, and he does not express himself clearly either in speech or on paper. He has made good progress, however, in his written work and should improve as a staff officer. Recommended for P.S.A."

Recommended for a CBE, 29 October 1942 by the Air Officer Commanding, Eastern Air Command, at which time he was Air Officer Commanding, No.1 Group, St. John's. This was not approved at the time; submission read:

This officer served with marked distinction with the Royal Flying Corps and the Royal Air Force during 1914-1918, having gone overseas with the Canadian Expeditionary Force, transferring to the Royal Flying Corps in 1917. He continued flying in the Government's Service in Canada with the Air Board (Civil Service) as a pilot navigator, doing excellent work in pioneering the use of aircraft in Canada for transportation and forest fire prevention patrol. He came into the Royal Canadian Air Force on its formation and served as a flying instructor, specialist in Army cooperation and later as a staff officer. Since the outbreak of hostilities this officer commanded a Training Command and since 1941 has been in command of No.1 Group, Newfoundland. In this position he has been responsible for air operations involving anti-submarine defence in that area. This officer's splendid record and devotion to duty have been a source of inspiration throughout his career.

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McFADDEN, F/L Robert John (J7551) - **Mentioned 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 12 June 1921. Home in Dubbinton, Ontario; enlisted in London, 19 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 29 January 1941. To No.3 Training Command and No.22 EFTS (non-flying duty), 24 February 1941. To No.3 ITS, 3 May 1941; graduated and promoted LAC, 7 June 1941 when posted to No.17 EFTS; (graduated 26 July 1941 when posted to No.8 SFTS; graduated and promoted Sergeant, 10 October 1941 when posted to Trenton. Subsequently commissioned with effect from 10 October 1941. To No.5 SFTS, date uncertain. Promoted Flying Officer, 15 August 1942. To No.34 OTU, 2 April 1943. To Halifax, 12 May 1943. To No.145 (BR) Squadron, 12 July 1943. Promoted Flight Lieutenant, 1 January 1944. To No.1 CNS, 1 December 1944. To Pennfield Ridge, 15 February 1945 for transport conversion course. To No.164 (Transport) Squadron, 29 April 1945. To Pennfield Ridge, 1 July 1945. To Halifax, 31 July 1945. To No.4 Release Centre, 7 September 1945. Retired 20 September 1945.

This pilot, by his constant enthusiasm and devotion to duty, has set a splendid example to his associates. He has displayed courage and determination in flying

in the face of adverse weather conditions.

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McFADDEN, Corporal William (R166492) - **Mentioned in Despatches** - No.424 Squadron (AFRO gives unit as No.63 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born in Ireland, 3 May 1919. Home in Darlingford, Manitoba; enlisted in Winnipeg, 8 June 1942. Posted that date to No.1 Manning Depot. To Technical Training School, 26 September 1942. Promoted AC1, 16 December 1942; to No.10 SFTS, 17 December 1942. To "Y" Depot, 11 January 1943. To RAF overseas, 25 January 1943. Promoted LAC, 16 September 1943. Promoted Corporal, 1 April 1943. Repatriated 5 September 1945. Released 14 October 1945. DHist file 181.009 D.2619 has recommendation dated 17 July 1944 when he had served 6½ months in Canada, six months in Africa, 13 months in UK.

Corporal William McFadden is one of the most outstanding Non-Commissioned Officers in "B" Flight. An Aero Engine Mechanic of high ability, he has shown himself to be at all times entirely reliable. His devotion to duty, his sterling example to all those who work for and with him is worthy of the highest praise.

It is considered that this display of ever constant loyalty beyond the mere call of duty deserves recognition...

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McFALL, F/O Stanley Eric (J17765) - **Distinguished Flying Cross** - No.614 Squadron - Award effective 6 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 1/45 dated 5 January 1945. Born 19 August 1921 in Westmount, Quebec; home in Montreal; enlisted there 17 September 1941. To No.1 Manning Depot, 5 October 1941. To No.13 SFTS (guard duty), 27 October 1941. To No.3 ITS, 4 January 1942; graduated and promoted LAC, 28 February 1942 but not taken on strength of No.21 EFTS until 1 April 1942; to No.5 SFTS, 6 June 1942; graduated and promoted Sergeant, 25 September 1942. To "Y" Depot, 9 October 1942; to RAF overseas, 27 October 1942. Commissioned 9 May 1943. Promoted Flying Officer, 9 November 1943. Repatriated 23 April 1945. Released 18 July 1945. DFC presented 5 October 1946. RCAF photo PL-27179 (ex UK-9776) registered 2 May 1944 described him as skipper of an RAF Halifax which attacks Bulgaria and other Slav countries from new base in Italy.

This officer has participated in attacks on numerous well defended targets in Crete, the Dodecanese Islands, the Balkans, Hungary, Austria and France. Throughout he has shown a fine fighting spirit and great tenacity of purpose, often pressing home his attacks in the face of strong ground defences. An excellent captain of aircraft, Flying Officer McFall has maintained a high standard of

efficiency and made a valuable contribution to the squadron's effort.

The following is from The Memory Project website of Veterans' stories:

<http://www.thememoryproject.com/stories/1185:eric-mcfall>.

I had an eye problem and they said that I could not be a pilot but when we got back from the hospital ... I was sent down to Chatham, New Brunswick, for flying training, even though I wasn't allowed to fly. And I can still see the, what the medical officer wrote on page two of my dossier, "this man cannot be a pilot because of very severe astigmatism". But nobody ever looked at that again. They were right; I had problems landing, getting the right height.

But I managed to get through all that and after about 75 hours of flying in Chatham, New Brunswick, we went to Brantford, Ontario, on a twin-engine aircraft. And that's where I got my wings the following September. I joined up in September 1941 and got my wings in September 1942.

There was one trip out of Italy, we went to a place called Feuersbrunn, F-E-U-E-R-S-B-R-U-N-N, in [north] Austria. They had built this plant down south so it would be too far for planes to get to from England but when we moved into Italy, it was much closer and well within our range. But on this one trip that I'm thinking about, during our briefing, the meteorological officer said, there's a thunderstorm on the way but we've routed you so you'll skirt around it. But after about 20 minutes after we'd taken off, the wireless radio officer called me and said, my equipment has failed, I can't get anything on it. And I said, well, our motto is, Press On, Regardless. So we'll go without a radio, we don't really need it until we get back so we flew on.

We ran through a fairly heavy thunderstorm and we got pretty badly shaken up and we finally reached the target but there wasn't anybody else around and I couldn't pick out what had happened to the rest of the Air Force; there was supposed to be 500 planes and I couldn't see anybody. Anyway, we dropped our markers, we were in Pathfinders by this time and we didn't carry very much explosive bombs. It was all flares and things.

So we were about seven minutes ahead of the main force behind us, so we marked the target and turned it around and flew back again and as we approached where our base was, everything was completely dark. Usually there were five airfields in a concentrated area of Italy. But there was nothing lighted. So I fired off a couple of flares and finally somebody came and turned on the landing strip and we were able to land. Because not having any radio, anyway, we, we got home safely and found out that some senior officers had been on too and they decided that the thunderstorms were too severe and we shouldn't be flying in them. So they cancelled the operation after about half an hour but of course, we had no radio

anymore, so we never heard the, the recall.

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McFARLANE, Sergeant Hugh John (R59505) - **Mention in Despatches** - Middleton St.George - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946.. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit. Born in Silver Creek Municipality, Manitoba, 8 December 1907; home in Birtle, Manitoba (mechanic and store proprietor); enlisted in Winnipeg, 16 July 1940 as aero engine mechanic. To Technical Training School, 17 October 1940; promoted AC1, 1 March 1941; to No.1 BGS, 13 March 1941. To No.5 BGS, 13 May 1941. Promoted LAC, 1 July 1941. To "Y" Depot, 12 March 1942; to RAF overseas, 30 April 1942. Disembarked in Britain, 13 May 1942. To No.419 Squadron, 11 June 1942. Promoted Corporal, 1 September 1942; promoted Sergeant, 1 August 1943. To No.64 Base, 16 September 1944. Repatriated 13 June 1945 and posted to Station Yarmouth. To No.1 Radio and Navigation School, Summerside, 11 August 1945. Released 3 October 1945. Died in Vancouver, 18 January 1986 as per British Columbia Vital Statistics. Certificate sent to Vancouver, 27 September 1948.

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McFARLANE, F/O Paul Alexander (J21738) - **Distinguished Flying Cross** - No.5 (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 May 1918. Enlisted in Montreal, 10 April 1941 as a Radio mechanic. To Halifax, 3 May 1941. No.119 (BR) Squadron, , date uncertain, but posting almost immediately cancelled and sent to University of New Brunswick, 30 May 1941. To No.4 Manning Depot, 22 September 1941. To No.1 Manning Depot, 14 October 1941. Remustered to aircrew and posted on 21 December 1941 to No.6 ITS; graduated and promoted LAC, 13 February 1942; posted that date to No.6 AOS; to No.5 BGS, 23 May 1942; promoted Sergeant, 2 August 1942 and posted to No.1 ANS; graduated and commissioned 21 August 1942. To Halifax, 8 September 1942; to No.113 (BR) Squadron, 14 September 1942; promoted Flying Officer, 21 February 1943; to No.119 (BR) Squadron, 2 May 1943; to No.5 (BR) Squadron, 15 October 1943, serving there to 15 December 1944 (promoted Flight Lieutenant, 31 August 1944). To Release Centre, 19 June 1945; released 25 June 1945. DFC presented 5 October 1946. Living in Hawksbury, Ontario in 1950. As of recommendation he had flown 1,236 hours, of which 1,084 were on operations (144 sorties). Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6 has citation.

This officer, throughout a long tour on coastal operations, has performed his duties as a navigator with the utmost skill and efficiency. Throughout long and arduous flights, often under adverse weather conditions, the manner in which he has carried out his duties has set a splendid example to all members of his crew. He is a zealous and resolute member of aircraft crew.

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McFARLANE, G/C William John (C564) - **Mentioned in Despatches** - Station Goose Bay - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Newcastle-on-Tyne, England, 14 March 1903. Came to Canada young; worked as machinist in Alberta, 1918-1921. Went back to school and finished University of Alberta, 1924, then took ICS correspondence course in electrical engineering. Was in mining and sales until 1927, when he joined Vancouver Police Force (motorcycle officer). Enlisted in RCAF in Vancouver, 1 August 1933 and served with No.111 (Coastal Artillery) Squadron - later No.111 (Fighter) Squadron - until November 1940; promoted Squadron Leader 1 September 1940. Instructed at Trenton, Picton and Rockcliffe (November 1940-January 1942); promoted Wing Commander, 1 February 1942; served at Goose Bay. To North West Staging Route, 19 November 1942; promoted Group Captain, 1 January 1944. To Winter Experimental and Training Flight, 15 January 1944. Appointed CO of No.1 Bombing and Gunnery School (Jarvis), 31 January 1944. To No.1 Air Command, 18 February 1945. To No.10 Bombing and Gunner School, 1 March 1945. To No.4 Release Centre, 14 June 1945. Retired 4 July 1945. Reported to be on a list of persons recommended for U.S. Legion of Merit (Officer) but no record of award being made. DHist file 181.009 D.3061 (RG.24 Vol.20635) has recommendation prepared about August 1942 for OBE for services at Goose Bay; not followed through. There is also a letter by him summarizing his services to 27 August 1942.

This officer was, through his cheerful disposition, untiring energy and tact, responsible for the remarkable progress made in building an isolated station in Newfoundland, and also for the excellent relationship existing with the United States Ferry Command. The obstacles to surmount in bringing into being this Station in order to allow early operations from it were varied and many in number. Group Captain McFarlane's persistency, initiative, ingenuity and flare for improvisation has been instrumental in allowing operations to continue unhampered. The continuous difficulties he has worked under and the efficient manner in which he has handled all situations has been outstanding.

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McFAULL, F/L William (C8116) - **Member, Order of the British Empire** - Station Lagens - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born in Philadelphia, 17 July 1914 (RCAF press release announcing award). Trained in banking (including Queen's University), he was ten years with the Royal Bank of Canada. Home in Winnipeg, Manitoba; enlisted in Regina, Saskatchewan, 10 May 1941 as Radio Mechanic and posted to No.2A Manning Depot. To University of Manitoba, 5 June 1941. Commissioned in Radar Branch, 13 September 1941. To No.31 Radio School, 12 December 1941. Promoted Flying Officer, 13 March 1942. To RAF overseas, 19 March 1942. Promoted Flight Lieutenant, 13 September 1943. Repatriated 2 August 1945. To No.2 Air Command, 11

August 1945. To No.6 Release Centre, 29 September 1945. Retired 10 October 1945. Re-engaged on RCAF Technical List, 2 May 1948 as Flight Lieutenant, No.406 (Auxiliary) Squadron (120714); retired 16 July 1951. Living in Saskatoon at the time. Presented 2 November 1946. No citation in Canadian sources. Public Records Office Air 2/9056 has recommended citation.

This officer has been in charge of the Radar Section at Lagens since October 1943 and has shown a high degree of leadership. He has taken part in 15 operational flights during which two attacks were made by the enemy [on the enemy ?]. Flight Lieutenant McFaull has done valuable work in training air crews on Mark X Radar, and in doing so has flown a considerable number of training flights outside his normal work.

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McGARVEY, Corporal Edward Allison (R77668) - **Mentioned in Despatches** - Croft (AFRO gives unit only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 13 December 1913. Home in Edmonton, Alberta; enlisted in Calgary, 30 November 1940 for General Duties and posted to No.1 Manning Depot. To No.1A Manning Depot, 31 December 1940. To No.17 Equipment Unit, 20 January 1941. Promoted AC1, 28 February 1941. Promoted LAC, 28 May 1941. Reclassified as Instrument Maker, 20 June 1941, reverting to AC1 that date. Promoted LAC again, 1 October 1941. Promoted Corporal, 1 September 1942. To "Y" Depot, 29 March 1943. To RAF overseas, 15 May 1943. Repatriated by air, 18 June 1945. Retired 30 August 1945. Re-engaged as Instrument Technician, 13 September 1948 in rank of Corporal (120742) with No.418 (Auxiliary) Squadron; discharged 1 April 1951. 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, confirming he had enlisted 30 November 1940; 30 months in Canada, 20 months overseas.

This NCO has been employed as Instrument NCO in charge of a flight in Daily Servicing Squadron. This Non-Commissioned Officer's dogged determination and devotion to duty has been responsible for the efficient and smooth operation of his section. He has continuously displayed initiative in seeking out the work to be done without waiting for instructions from his superiors. He has maintained a high standard of morale in his section under trying circumstances and long hours of work.

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McGAVIN, F/O Donald Cameron (J24691) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born in Carman, Manitoba, 15 July 1914; home there (barrister). Educated at University of Manitoba (BA, 1936) and Manitoba Law School (graduated 1940).

Enlisted in Winnipeg, 27 May 1942 and posted to No.2 Manning Depot. To No.5 BGS, 8 July 1942 (guard). To No.7 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942; to No.2 AOS, 21 November 1942; graduated and commissioned, 19 March 1943. To "Y" Depot, 3 April 1943. To RAF overseas, 13 April 1943. Promoted Flying Officer, 19 September 1943. Promoted Flight Lieutenant, 19 March 1945. Repatriated 5 August 1945. To No.5 Release Centre, 9 August 1945. Retired 25 September 1945. DFC presented 11 June 1949. Flew three tours; in W/C Blackburn's crew. Postwar lawyer in Winnipeg until 1967 (Queen's Counsel, 1957) and helped in transition of United College to becoming University of Winnipeg. Employed by INCO, 1968; helped form FP Publications. Died in Toronto, 24 December 1998. RCAF photo PL-44727 (ex UK-22137 dated 14 June 1945) is captioned as follows: "LAW Edna McMillan, wireless operator at Headquarters, No.6 (RCAF) Bomber Group in Britain, from Muir, Manitoba, and F/L W.S. Cawsey, Davidson, Saskatchewan, turn their votes in to F/L Don McGavin of Winnipeg, deputy returning officer for the current General Election." No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 28 February 1945 when he had flown 30 sorties (189 hours four minutes), 18 July 1944 to 2 February 1945. Aircraft took six flak holes on 12 September 1944 (Dortmund) and three flak holes on 24 December 1944 (Dusseldorf).

This navigator has completed a tour of operations, the majority of which were attacks against heavily defended major German targets, Flying Officer McGavin is a navigator of exceptional skill whose faultless work has contributed in a large measure to the successes obtained. His display of skill, courage, devotion to duty and his helpful direction to others in his section has proven a splendid example to all and has contributed in good measure to the success of the squadron as a whole.

The sortie list was as follows:

18 July 1944 - Caen (4.15)
18 July 1944 - Wesseling (6.10)
23 July 1944 - Donges (5.45)
24 July 1944 - L'Hey (3.40)
1 August 1944 - Acquet (4.05)
3 August 1944 - Foret de Nieppe (4.30)
16 August 1944 - Kiel (5.35)
18 August 1944 - Bremen (5.38)
10 September 1944 - Le Havre (4.25)
12 September 1944 - Dortmund (5.05, six flak holes)
18 September 1944 - Domburg (3.45, duty not carried out, bombs brought back)
19 September 1944 - Domburg (3.25, duty not carried out, mission abandoned, aircraft u/s)
25 September 1944 - Calais (4.10)
27 September 1944 - Sterkrade (5.20)
14 October 1944 - Duisburg (6.05)

14 October 1944 - Duisburg (5.20)
23 October 1944 - Essen (5.35)
30 October 1944 - Cologne (6.00)
1 November 1944 - Oberhausen (5.40)
2 November 1944 - Dusseldorf (5.46)
21 November 1944 - Castrop Rauxel (7.00)
4 December 1944 - Karlsruhe (7.15)
5 December 1944 - Soest (7.15)
21 December 1944 - Cologne (6.25)
24 December 1944 - Dusseldorf (5.50, three flak holes)
28 December 1944 - Opladen (6.20)
6 January 1945 - Hanau (7.05)
7 January 1945 - Munich (9.00)
14 January 1945 - Merseberg (8.55)
16 January 1945 - Zeitz (9.10)
28 January 1945 - Kernwestheim (7.35)
2 February 1945 - Wiesbaden (6.40)

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McGAVOCK, P/O John Joseph (J17116) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1338/43 dated 16 July 1943. Born in Winnipeg, Manitoba, 14 March 1919. Home there (St. Joseph's School at St. Paul's College for High School standing plus one year of Russell Business Institute; employed as an officer clerk with Canada Packers, 1938-1941). Enrolled in Second Battalion, Queen's Own Cameron Highlanders of Canada, 14 August 1940 to 4 June 1941. Enlisted in RCAF, Winnipeg, 4 June 1941 and posted to No.2 Manning Depot, Brandon. To No.2 ITS, Regina, 9 August 1941; graduated and promoted LAC, 13 September 1941; posted next day to No.14 EFTS, Portage la Prairie; may have graduated 12 November 1941 but not taken on strength of No.10 SFTS, Dauphin until 23 November 1941; graduated and promoted Sergeant, 13 March 1942. To "Y" Depot, Halifax, 15 March 1942. To RAF Trainee Pool, 29 April 1942. Disembarked in Britain, 12 May 1942 and posted to No.3 PRC, Bournemouth. To No.12 (Pilots) Advanced Flying Unit, 23 June 1942. To No.22 OTU, 17 August 1942. Promoted Flight Sergeant, 13 September 1942. To No.426 Squadron, 28 October 1942. Commissioned 6 March 1943. To No.1678 Conversion Unit, 1 June 1943. Promoted Flying Officer, 6 September 1943. Killed in the crash of Lancaster II, DS615, No.1679 Conversion Flight, 21 December 1943. Took off for night circuits and landings. At about 2110 it was seen approaching Topcliffe but apparently fearing an undershoot, he opened the throttles abruptly. This rapid action appears to have choked both port engines and the aircraft veered out of control, struck Halifax DT548 a glancing blow, then crashed. The aircraft was dual control and it could not be ascertained as to whether McGavock or his pupil, F/O J.E. Major (RCAF) was at the controls. At the time of the crash, McGavock had 58 hours in Link Trainer, 204 hours solo night flying (all types), 59 hours night solo on Lancasters, and 222 hours four minutes, day and night, on Lancasters. DFC

presented to next of kin, 12 December 1944. RCAF photo PL-34539 taken on occasion of presentation to Mrs. Frank McGavock (mother, Winnipeg), accompanied by another son, Corporal F.J. McGavock.

This officer has taken part in numerous attacks against all types of enemy targets including such heavily defended areas as Hamburg, Mannheim, Essen and Cologne. He has also participated in several mine-laying operations. Pilot Officer McGavock's quiet determination to complete his allotted tasks, regardless of adverse weather or enemy opposition, has proved him to be an outstanding captain of aircraft who inspires the utmost confidence in his crew.

NOTE: Public Record Office Air 2/8955 has recommendation drafted by W/C L. Crooks, 22 April 1943 when he had flown 127 hours 35 minutes. Sortie list and submission as follows:

21 January 1943	GARDENING (4.45)
26 January 1943	Lorient (5.55)
6 February 1943	GARDENING (4.40)
7 February 1943	Lorient (6.50)
12 February 1943	GARDENING (5.45)
13 February 1943	Lorient (7.15)
16 February 1943	Lorient (7.25)
19 February 1943	Wilhelmshaven (3.30)
20 February 1943	GARDENING (4.30)
24 February 1943	Wilhelmshaven (5.30)
26 February 1943	Cologne (6.00)
28 February 1943	St. Nazaire (6.15)
3 March 1943	Hamburg (6.35)
5 March 1943	Essen (5.45)
8 March 1943	GARDENING (4.30)
23 March 1943	GARDENING (4.15)
26 March 1943	Duisburg (4.35)
28 March 1943	St. Nazaire (6.15)
29 March 1943	Bochum (5.30)
10 April 1943	Frankfurt (6.50)
14 April 1943	Stuttgart (7.55)
16 April 1943	Mannheim (7.05)

This officer has carried out numerous attacks against all types of enemy targets including such heavily defended areas as Hamburg, Mannheim, Essen and Cologne, and has also carried out several successful minelaying sorties.

His quiet determination to carry out any task assigned to him, despite the difficult weather conditions encountered en route has proved him to be an outstanding

captain of aircraft, worthy of recognition. I recommend the award of the award of the Distinguished Flying Cross.

On 22 April 1943, G/C J.L. Plant, Officer Commanding, Station Dishforth, added his remarks:

This officer has a physique and bearing which inspires confidence in his crew. He carried out his operations with determination and is considered to be one of the outstanding pilots of his squadron.

Notes on Training: At No.2 ITS course shown as 8 August to 8 September 1941. His courses and marks as follows: Mathematics (90/100); Armament, P and O (79/100); Signals (100/100); Link (70 which may simply mean 70 minutes); Hygiene and Sanitation (34/40); Drill (79/100); Law and Discipline (60/60). Placed 30th in a class of 132. Described as follows: "Good average type of airman, who is cheerful, aggressive. He applied himself well on his course, stood reasonably high in his class and should succeed.

At No.14 EFTS the course was described as 13 September to 7 November 1941. All flying in Tiger Moths (20 hours 20 minutes dual, 38 hours 25 minutes solo of which nine hours and ten minutes were on instruments. Also logged 12 hours in Link. Courses and marks as follows: Airmanship (150/200); Airframes (83/100); Aero Engines (71/100); Signals, Practical (90/100); Theory of Flight (68/100); Air Navigation (144/200); Armament, Oral (144/200). His flying instructor wrote that he lacked initiative but was otherwise up to standard; the Chief Ground Instructor considered him average. Placed 21st in a class of 30.

At No.10 SFTS the course was listed as 24 November 1941 to 13 March 1942. All flying on Crane aircraft (48.20 day dual, 62.20 day solo, 6.45 night dual, 9.15 night solo). Of this, 19 hours 40 minutes were on instruments. Also logged 27 hours in Link. The Chief Flying Instructor wrote of him, "Slow at first - progressed more rapidly later. Very cynical in this position; should be watched for discipline. Good average pilot". Ground courses and marks as follows: Airmanship and Maintenance (141/200); Armament W (41/100, retested and got 69/100), Armament P (77/100); Navigation (71/150; retested and got 112/150); Meteorology (38/50); Signals W (42/50); Signals P (90/100). CGI wrote, "Lacks application - needs checking - has ability. Weak in navigation.: He placed 34th in a class of 48.

At No.12 (Pilots) Advanced Flying Unit, 23 June to unspecified date; all flying on Oxford aircraft (23 hours 30 minutes day dual; 43 hours 50 minutes day solo; eight hours 50 minutes night dual; six hours night solo. Of this, three hours 50 minutes on instruments. Logged two hours 45 minutes in Link. On 17 August 1942, W/C A.H. Abbott wrote, "An average 'plus' pilot who must pay more attention to discipline. Would make a sound captain of aircraft."

Attended No.1511 Beam Approach Training Flight course, 13 July to 20 July 1942. Flew ten hours 55 minutes on Oxfords (all of it beam flying, including nine hours on instruments; also five hours in Link). Described as an average pupil.

Course at No.22 OTU, 18 August to 1 November 1942. All flying in Wellington IC aircraft: 10.50 day dual (three hours to first day solo), 5.50 night dual (two hours to first night solo); 28.10 day solo plus 35.45 night solo. Logged 75 minutes on instruments. Also spent 11 hours 30 minutes in Link. No ground subjects; flying tests as follows: General Flying (260/400); Applied Flying (120/200); Instrument Flying (130/250); Night Flying (50/100); Link (35/50). Assessed on 7 November 1942 as "Average pilot. Will improve with further experience."

Attended course at No.1535 Beam Approach Training Flight, 9 May to 14 May 1943. Logged ten hours on Oxfords (all beam and instrument flying) plus five hours in Link. Flying tests in following subjects: B.A. Procedure and "Q" Code, Link Trainer (130/200); Receiver Operation as graded on test paper (82/100); Instrument Flying (100/250); Cloud and Night Flying (100/250); General Application of Beam Approach Procedure While Flying (105/250). Described as "Below average. Did not seem to take much interest in the course."

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McGEE, F/L John Clinton (C9733) - **Member, Order of the British Empire** - No.16 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Enlisted in Toronto, 9 January 1942 in Works and Building Branch and commissioned as Flying Officer. To No.4 Training Command, 24 January 1942. To No.33 EFTS, date uncertain. To an uncertain posting (looks like "GRS"), 13 July 1942. Promoted Flight Lieutenant, 1 April 1943. To No.4 Training Command, 10 May 1943. To Northwest Staging Route, 9 June 1943. To No.1 BGS, 10 May 1944. To No.1 Construction and Maintenance Unit, 11 February 1945. To No.16 SFTS, 23 February 1945. To No.1 Air Command, 22 September 1945. To Radar School, 3 November 1945. To No.3 Release Centre, 25 February 1946. Retired 6 March 1946. MBE presented 22 November 1948.

This officer was enlisted in January 1942 and after a short tour as a works officer on a Royal Air Force school in Saskatchewan, he was sent to Goose Bay, Labrador where he assisted in the planning, supervised the construction, and organized the works maintenance unit at that station. After some time in Labrador, this officer was posted to the North West Staging Route where he assisted in the pioneering construction and organization of the route. After eleven months on the North West Staging Route, this officer was posted to a Bombing and Gunnery School and subsequently to a Service Flying Training School. This officer has through his untiring efforts produced extraordinary results in the care and maintenance of his station. Always co-operative, keen and enthusiastic in his undertakings, he is an excellent officer in every respect.

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McGEE, F/L Patrick D'Arcy (J9482) - **Distinguished Flying Cross** - No.207 Squadron - Award

effective 3 June 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1294/43 dated 9 July 1943. Born 5 March 1916 in Renfrew County, Ontario or Osceola, Ontario. Home in Inkster, Michigan; probably an American in the RCAF but nationality given as Canadian when he joined the RCAF; enlisted in Windsor, Ontario, 8 April 1941. To No.1 Manning Depot, 17 April 1941. To Technical Training School, 4 May 1941. To No.3 ITS, 20 June 1941; graduated and promoted LAC, 26 July 1941 when posted to No.21 EFTS; graduated 25 September 1941 when posted to No.9 SFTS; graduated and commissioned, 19 December 1941. To "Y" Depot, 20 December 1941. To RAF overseas, 7 January 1942. Promoted Flying Officer, 1 October 1942. Retired 4 May 1943, presumably on transfer to US Naval Air Arm. DVA letter of 9 July 1970 stated he had died 27 May 1970. Citation drafted when he had flown 32 sorties and 198 operational hours (Public Record Office Air 2/8955). Invested with DFC at Canadian Embassy, Washington, November 1944.

Throughout his operational career this officer has displayed enthusiasm and keenness for operational flying. He has attacked the most heavily defended targets with great determination. On one occasion during an attack on Turin, his aircraft was damaged by anti-aircraft fire and its load of incendiary bombs set on fire. Although the fire made his aircraft visible to the enemy, he continued his mission and bombed the target. On all operations Flight Lieutenant McGee has displayed unfailing ability and courage in the face of danger.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 22 April 1943 when he had flown 32 sorties (198 hours 20 minutes). Sortie list and submission as follows:

no date	two sorties with previous unit (9.50 total)
22 October 1942	Genoa (9.25)
24 October 1942	Milan, daylight (9.45)
7 November 1942	Genoa (8.15)
6 December 1942	Mannheim (2.55), DNCO, starboard outer engine failure
8 December 1942	Turin (8.25)
9 December 1942	Turin (8.45)
21 December 1942	Munich (8.25)
11 January 1943	Essen (3.10), DNCO, intercom and electrical failure
16 January 1943	Berlin (8.00)
17 January 1943	Berlin (8..50)
22 January 1943	Dusseldorf (5.35)
27 January 1943	Dusseldorf (3.35), DNCO, port outer engine failure
30 January 1943	Hamburg (6.50)
2 February 1943	Cologne (5.50)
3 February 1943	Hamburg (6.20)
11 February 1943	Wilhelmshaven (5.40)
13 February 1943	Lorient (6.50)
18 February 1943	Wilhelmshaven (3.00), DNCO, intercom failure

19 February 1943	Wilhelmshaven (5.05)
21 February 1943	Bremen (5.15)
25 February 1943	Nurmenberg (6.50)
26 February 1943	Cologne (5.05)
1 March 1943	Berlin (4.00), DNCO, port inner engine caught fire
3 March 1943	Hamburg (5.15)
5 March 1943	Berlin (3.50), DNCO, port inner failure
22 March 1943	St. Nazaire (8.25)
26 March 1943	Duisburg (4.50)
27 March 1943	Berlin (8.00)
29 March 1943	Berlin (7.50)

Throughout the whole of his operational tour this officer has shown a keen desire to get to grips with the enemy on every possible occasion, and he has attacked the most heavily defended targets with enthusiasm and precision.

On one occasion when making an attack on Turin his aircraft was hit by flak and the incendiary load set on fire. Despite the fire and heavy anti-aircraft opposition which this drew to his aircraft, he calmly continued to the target and successfully bombed it.

Flight Lieutenant McGee is an American citizen who, before the U.S.A. entered the war, crossed the border into Canada and joined the Royal Canadian Air Force. On all occasions he has displayed unfailing ability and courage in the face of danger, and has inspired the greatest confidence in those who have flown with him on operations.

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McGEE, F/O Stanley Parker (J14401) - **Distinguished Flying Cross** - No.571 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. American in the RCAF; born 14 October 1918 in Louisville, Kentucky; home there. Educated at University of Washington. Enlisted in London, Ontario, 29 September 1941 and posted to No.1 Manning Depot. To No.6 ITS, 21 December 1941; graduated and promoted LAC, 13 March 1942; to No.7 EFTS, 28 March 1942; graduated 5 June 1942 and posted next day to No.14 SFTS; graduated and commissioned, 25 September 1942. To No.1 Flying Instructor School, 24 October 1942. To No.2 SFTS, 12 December 1942. Promoted Flying Officer, 25 March 1943. To No.36 OTU, 30 December 1943. To "Y" Depot, Lachine, 11 March 1944. Taken on strength of No.3 PRC, Bournemouth, 25 March 1944. Promoted Flight Lieutenant, 25 September 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. To No.10 Release Centre, 25 October 1945. Retired 2 November 1945. DFC presented 31 January 1948.

This officer has completed a large number of sorties including eight attacks on Berlin. He has set a fine example of courage and determination, qualities which were well illustrated on a recent occasion when detailed to attack a target in Germany. While over the North Sea one engine became unserviceable, some height was lost but Flying Officer McGee went on to execute his bombing attack. He afterwards flew safely to base.

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McGEOUGH, F/O Joseph Halton (J38408) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 8 August 1914 in Toronto; home there (assistant manager). Formerly in Royal Canadian Artillery. Enlisted Toronto, 29 July 1942 and posted to No.5 Manning Depot. To No.6 SFTS (guard), 19 September 1942. To No.1 ITS, 27 December 1942; graduated and promoted LAC, 5 March 1942; to No.9 EFTS, 20 March 1943; to No.1 BGS, 26 June 1943; graduated 1 October 1943 and posted next day to No.1 AOS; graduated and commissioned, 17 November 1943. To "Y" Depot, 1 December 1943. To No.3 Aircrew Graduate Training School, 17 January 1944. To No.1 Aircrew Graduate Training School, 2 February 1944. To "Y" Depot again, 17 February 1944. Taken on strength of No.3 PRC, Bournemouth, 30 March 1944. Promoted Flying Officer, 17 May 1944. Repatriated 1 June 1945. Retired 13 July 1945. DFC presented 22 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8751 has recommendation dated 13 April 1945 when he had flown 33 sorties (224 hours), 16 November 1944 to 4 April 1945.

16 November 1944 - Duren
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
27 November 1944 - Freiburg
29 November 1944 - Dortmund
22 December 1944 - Coblenz
28 December 1944 - Munchen Gladbach
29 December 1944 - Scholven-Buer
2 January 1945 - Nuremburg
7 January 1945 - Munich
14 January 1945 - Merseburg
16 January 1945 - Zeitz-Troglitz
22 January 1945 - Duisburg
1 February 1945 - Mannheim
2 February 1945 - Weisbaden
3 February 1945 - Bottrop-Welheim
7 February 1945 - Cleve

8 February 1945 - Politz
14 February 1945 - Chemnitz
20 February 1945 - Dortmund
21 February 1945 - Duisburg
23 February 1945 - Pforstheim
1 March 1945 - Mannheim
2 March 1945 - Cologne
5 March 1945 - Chemnitz
15 March 1945 - Misburg
16 March 1945 - Nuremberg
21 March 1945 - Bremen
22 March 1945 - Hildesheim
25 March 1945 - Hanover
27 March 1945 - Paderborne
1 April 1945 - Hamburg
4 April 1945 - Lutzkendorf

This Canadian officer, an Air Bomber, has successfully completed 33 sorties against some of the most heavily defended targets in Germany and occupied territory. Determination to direct his bombs where they would cause the maximum damage has characterized all his work and he has spared no effort to this end.

On many occasions when his aircraft has been subjected to intense anti-aircraft fire he has calmly carried on with the task in hand, allowing no hazard to impair the accuracy of his bombing.

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

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McGILL, A/V/M Frank Scholes (C565) - **Companion, Order of the Bath** - AFHQ - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Montreal, 20 June 1894 as per RCAF Press Release reporting award; attended McGill University. Joined RNAS, 1915; active on anti-submarine patrols over North Sea. Back in North America, 1918, was advisor and instructor to US Navy before being sent back to UK to resume patrols. Repatriated in 1919. Postwar he was manager and director of Dominion Oil Cloth and Linoleum. With CAF in 1920-21 but went back to business until 1932 when he became involved in RCAF Auxiliary (CO, No.15 Squadron for four years). On outbreak of war he commanded No.1 SFTS, then No.2 SFTS (June 1940); promoted Group Captain, 20 September 1941; served at AFHQ (Director of Postings and Records, April 1941), No.2 Group Headquarters. To Station Trenton, 28 March 1942; appointed AOC No.1 Training Command,

5 January 1943. Promoted Air Vice Marshal, 1 June 1943. To AFHQ, 30 November 1943, serving to end of war he was in AFHQ as Air Member for Organization and, on amalgamation of that directorate with Supply he became Air Member for Supply and Organization. Retired 15 February 1946. Died in June 1980. RCAF photo PL-2232 taken at Uplands shows LAC A.S. Johnson (Toronto), LAC J.A. Thompson (Listowel), G/C F.S. McGill (Commanding Officer), LAC J.J. Lawless (Toronto), and W/C L.G. Fullerton. Photo PL-35866A is a wartime portrait. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I) has citation. See Winter 1980 issue of **Journal of the Canadian Aviation Historical Society** for extensive obituary/biography.

Since the outbreak of war, Air Vice-Marshal McGill has rendered outstanding and devoted service to the Royal Canadian Air Force. He has commanded a Service Flying Training School, and served as Air Officer Commanding a Training Command and as an Air Member of the Air Council with great distinction. In all his assignments he has displayed rare qualities of skill, organizing ability and devotion to duty. He sets a very high standard which is an example and inspiration to all who are associated with him. By his leadership, efficiency and unflagging zeal, he has rendered highly meritorious service to the Royal Canadian Air Force.

McGILL, A/V/M Frank Scholes (C565) - **Commended for Valuable Services** - Air Force Headquarters - Award effective 9 June 1945 as per **Canada Gazette** of that date and AFRO 1219/45 dated 27 July 1945.

McGILL, A/V/M Frank Scholes (C565) - **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.

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McGILL, F/L George Edward (J5312) - **Mention in Despatches** - No.103 Squadron (deceased) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Toronto, 14 April 1918. Home in Toronto where he was a student in Chemical Engineering.; enlisted there 3 September 1940. Wife in Toronto. To No.1 ITS, 9 November 1940; graduated and promoted LAC, 8 December 1940 when posted to No.1 AOS; to No.1 BGS, 2 March 1941; graduated and promoted Sergeant on 12 April 1941 when posted to No.1 ANS; graduated and commissioned 13 May 1941. To "M" Depot, Halifax, 13 May 1941; embarked from Canada 14 July 1941. Date of posting to No.103 Squadron uncertain. On 10 January 1942 he was in crew of Wellington Z1142 detailed to attack Wilhelmshaven. When over target at about 2000 hours a 4.5-inch flare stowed at the rear of the bomb compartment became detached and set fire to aircraft fabric and wooden floor of the beam gun seat. The fire spread rapidly, filling the aircraft with smoke. The pilot (Sergeant C.L. Bray, RCAF), after steering a westward course to ensure the aircraft was over land, ordered crew to abandon aircraft.). Those

who did so were P/O McGill (observer), Sergeant H.D. Whiting (RAAF, WOP/AG), Sergeant R.M. Coghlan (Wop/AG, RAF) and Sergeant E. Frai (rear gunner, RAF). The second pilot (Sergeant D.W. Spooner, RAAF) had not heard the bale-out order, managed to extinguish the fire, then help Sergeant Bray to bring the airplane back to England, landing at Grimsby about 2307 hours. Promoted Flying Officer, 13 May 1942. Promoted Flight Lieutenant, 13 May 1943. Shot by the Germans, 25 March 1944 following the "Great Escape", Stalag Luft III. Ashes later retrieved from Sagan and reburied in Posen, Poland. No citation in AFRO.

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McGILL, FS (now P/O) John Edward (R218209/J94755) - **Distinguished Flying Medal** - No.432 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 12 June 1923 in Saskatoon. Home in Vancouver or Saskatoon, Saskatchewan (mechanic); enlisted Saskatoon, 14 April 1943 and posted to No.2 Manning Depot. To No.1 CNS, 18 June 1943. To No.4 Training Command, 27 June 1943. Promoted AC1, 14 July 1943. To No.8 BGS, 25 July 1943; to No.2 ITS, 4 September 1943. To No.1 Air Gunner Ground Training School, 12 November 1943; promoted LAC, 1 January 1944 when posted to No.3 BGS; graduated and promoted Sergeant, 11 February 1944. To No.4 Aircrew Graduate Training School, 25 February 1944. To "Y" Depot, 22 March 1944. Taken on strength of No.3 PRC, 30 March 1944. Commissioned 28 February 1945. Repatriated 7 June 1945. To No.2 Air Command, 24 June 1945. Retired 24 August 1945. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 16 April 1945 when he had completed 31 sorties (201 hours five minutes) between 27 November 1944 and 10 April 1945. DFM sent by registered mail.

The above mentioned NCO has completed thirty-one operational sorties over enemy territory; many of the targets were heavily defended and a number of the sorties were long and arduous.

This NCO displayed outstanding co-operation, coolness and force of character. He was an inspiration to the remainder of the crew and they all had complete confidence in him.

For his outstanding ability and cheerful confidence, Flight Sergeant McGill is strongly recommended for the award of the Distinguished Flying Medal (Non-Immediate).

The sortie list was as follows (* indicates daylight sortie):

27 November 1944 - Neuss (5.05)
2 December 1944 - Hagen (7.45)
4 December 1944 - Karlsruhe (6.40)

5 December 1944 - Soest (6.40)
6 December 1944 - Osnabruck (6.15)
18 December 1944 - Duisburg (6.00)
28 December 1944 - Oplagen (3.40)
29 December 1944 - Trois Dorf (7.00)
30 December 1944 - Cologne (6.35)
2 January 1945 - Ludwigshaven (7.00)
5 January 1945 - Hanover (5.35)
6 January 1945 - Haney (6.45)
13 January 1945 - Saarbrucken (7.10)
14 January 1945 - Gravenbroich (6.25)
28 January 1945 - Stuttgart (7.10)
1 February 1945 - Mainz (6.50)
2 February 1945 - Wanne Eickel (6.00)
4 February 1945 - Osterfeld (6.40)
7 February 1945 - Goch (5.55)
1 March 1945 - Mannheim (6.50*)
2 March 1945 - Cologne (5.45*)
14 March 1945 - Sweibrucken (7.25)
15 March 1945 - Castrop Rauxel (5.55*)
18 March 1945 - Witten (7.45)
21 March 1945 - Rheine (5.15*)
22 March 1945 - Dorsten (5.05*)
24 March 1945 - Gladbach (5.40*)
25 March 1945 - Munster (6.00*)
31 March 1945 - Hamburg (2.05*, duty not carried out)
4 April 1945 - Harburg-Remanien (6.10)
8 April 1945 - Hamburg (6.10)
10 April 1945 - Leipzig (7.50*)

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McGILL, P/O Morley David (C19702) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 25 July 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born 28 May 1918 in Carman, Manitoba. Home in Homewood, Manitoba (farmer). Service with Second Battalion, Winnipeg Grenadiers, December 1940 to 9 January 1941. Enlisted in Winnipeg, 4 May 1942 as Aero Engine Mechanic and posted to No.2 Manning Depot. To Technical Training School, 1 July 1942. Promoted AC1, 28 October 1942. To No.3 BGS, 29 October 1942. To "Y" Depot, 3 March 1943. To RAF overseas, 27 March 1943; disembarked in Britain, 4 April 1943. Promoted LAC, 1 April 1943. To No.1659 Conversion Unit, 24 April 1943. Reclassified as Flight Engineer and promoted Sergeant, 10 August 1943. To No.431 Squadron, 5 September 1943. Commissioned 6 January 1944 and posted that date to No.419 Squadron. Promoted Flying Officer, 6 July 1944. To No.1664 Conversion Unit, 27 July

1944. To No.1666 Conversion Unit, 30 November 1944. To No.64 Base, 7 March 1945. Repatriated 13 June 1945 and posted to Yarmouth. To No.425 Squadron, 4 August 1945. To Debart, 6 September 1945. To Halifax, 27 September 1945. Retired 2 October 1945. Died 22 February 1972. Invested at Buckingham Palace, 11 August 1944. RCAF photo PL-29076 (ex UK-9920 dated 22 April 1944) shows "welcoming party" for new Lancaster X; W/C W.P. Pleasance is in right foreground; others are (left to right) P/O M.D. McGill (Homewood, Manitoba), F/O L.A. Rotstein (Toronto) and F/L Jim Stewart (Montreal). RCAF photo PL-29080 (ex UK-9924 dated 22 April 1944) depicts P/O M.D. McGill (Homewood, Manitoba, left) and F/O Lorne Rotstein (Toronto, right) inspecting tail assembly of a new Canadian-built Lancaster. RCAF photo PL-32658 (ex UK-13737) taken about the time of investiture. Cited with W/C Wilber P. Pleasance (RCAF, Bar to DFC).

One night in June 1944, these officers were pilot and flight engineer respectively of an aircraft detailed to attack the railway junction at Versailles. In the take off both the port engines faltered at a time when the aircraft had barely left the ground. Wing Commander Pleasance was unable to climb but, by just clearing immediate obstacles and by taking advantage of low-lying ground, he flew on for twenty miles at a height of about 200 feet. By then Pilot Officer McGill had succeeded in restoring power to the engines and Wing Commander Pleasance went on to the target and bombed it. Both these officers displayed great coolness and skill in a difficult and dangerous situation.

Notes: Application for Operational Wing dated 11 August 1945 stated he had flown 32 sorties (195 hours 55 minutes), 2 October 1943 to 8 August 1944.

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/lk640.html> provides the following:

HALIFAX LK640 DAMAGED BY FLAK, RETURNED TO THOLTHORPE AIRFIELD.

On the night of 2nd / 3rd October 1943 the crew of this 431 Squadron aircraft took off at 19.01hrs to undertake a mine laying flight, during the flight the aircraft suffered from a number of the aircraft's navigation equipment failing and being rendered unservicable. The aircraft also suffered damage to one of the engines as a result of a flak burst from fire from a flak ship but the crew however managed to make a safe return to Tholthorpe airfield on the three good engines and landed safely at 03.23hrs. The aircraft was quickly repaired and was being flown by the same pilot within a week operationally again. This was the crew's first operational flight with 431 Squadron. The aircraft appears to have carried nose art depicting "Q-Queenie" and was lost on Ops with 431 Squadron on 19th November 1943. Crew were - Pilot - S/L Wilbur Prevence Pleasance, RCAF (C1395); Navigator - F/O Lorne Albert Rotstein, RCAF (J21910); Wireless Operator/Air Gunner - Sergeant Robert Mark Emsley, RAFVR (1213524); Bomb Aimer - P/O David Robert Taylor, RCAF (J22498); Air Gunner - Flight Sergeant Edward H. Ihde, RCAF (R159397); Air Gunner - Sergeant Jack F. Tagg, RCAF (R193140); Flight Engineer - Sergeant Morley David McGill,

RCAF (R166007). This crew were posted to 419 Squadron by the end of October 1943. Unfortunately 419 Squadron had lost its commanding officer W/C G. A. McMurdy on 23rd October 1943 on raid to Kassel and S/L (Acting W/C) Pleasance was posted to 419 Squadron (with his crew) to become the new 419 Squadron Commanding Officer.

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McGILLIVRAY, F/O Dougal Archibald (J19973) - **Distinguished Service Order** - No.428 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born in Kirkhill, Ontario, 16 April 1918. Home in Dalkeith, Ontario (farmer); enlisted in Ottawa, 10 January 1941 and posted to No.1 Manning Depot. No No.1A Manning Depot, 19 February 1941. To No.16 Explosives Depot, 20 March 1941. To "S", 13 May 1941. To No.1 WS, 24 May 1941. Promoted LAC, 26 June 1941; to No.6 BGS, 11 October 1941. Graduated and promoted Sergeant, 7 November 1941. To "Y" Depot, 8 November 1941. To RAF overseas, 12 December 1941. Commissioned 22 February 1944. Reported to No.3 PRC, Bournemouth, 7 May 1944 but apparently proceeded on second tour. Promoted Flying Officer, 25 August 1944. Repatriated 28 October 1944. To Mountain View, 5 December 1944. To Release Centre, 24 February 1945. Released 8 March 1945. Died in Alexandria, Ontario, 13 September 2013. Obituary gave name as Dougal MacGillivray. Cited with F/L R.E. Curtis (RCAF, awarded DSO), F/L Hugh F. Smith (RCAF, awarded DFC), F/O Robert G. Marshall (RCAF, awarded DFC), F/O Charles F. Wattie (RCAF, awarded DFC) and Sergeant J.D. Rose (RAF, awarded DFM). Invested by Governor General, 2 December 1946. DHist file 181.009 D.1634 (RG.24 Vol.20604) has initial recommendation dated 15 September 1944 and give name as Douglas Archibald. This was on his second tour. First had been 30 May 1942 to 4 December 1942 (three sorties with No.23 OTU (starting with Cologne, 30 May 1942), 23 sorties with No.15 Squadron; second tour had been 5 July to 12 September 1944 with No.428 Squadron (21 trips) - total of 47 sorties, 298 hours 45 minutes. Date of incident below was 12 August 1944. RCAF photo PL-33265 (ex UK-15273 dated 3 October 1944) shows him; caption describes the incident noting that he had never flown an aircraft before.

These officers and Sergeant Rose have participated in a very large number of sorties and have displayed skill, courage and devotion to duty worthy of the highest praise. In August 1944, they were members of the crew of an aircraft detailed to attack Dortmund. Whilst on the bombing run the aircraft came under heavy anti-aircraft fire and was hit. Flight Lieutenant Curtis was wounded in the head. Despite the severity of his injury, this brave pilot remained at the controls and pressed home his attack. Not until the task was accomplished did he ask for assistance. He afterwards collapsed and was placed in the rest position. Flying Officer McGillivray, the air bomber, then took over the controls and kept the aircraft on a course for home. During the return flight his comrades, Flight Lieutenant Smith, Flying Officers Marshall and Wattie and Sergeant Rose set a fine example of coolness and co-operation and did everything within their power to assist in flying the aircraft home. Eventually an airfield was reached.

Although he had never previously landed an aircraft, Flying Officer McGillivray succeeded in bringing it down, being greatly assisted by the advice and directions of Sergeant Rose, the flight engineer. These members of aircraft crew displayed rare determination and great courage in perilous circumstances. Flight Lieutenant Curtis had sustained a compound fracture of the skull. Until the time he became incapable of further action he had displayed the courage and tenacity of a fine leader.

Note: The citation is in error; the date of the incident was 12 September 1944.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has original recommendation by W/C A.C. Hull dated 15 September 1944 when he had flown 47 sorties (298 hours 45 minutes) as follows:

On the 12th August [sic, 10 September], on the attack on Dortmund, the pilot of P/O McGillivray's aircraft was dangerously wounded by flak and the rear gunner killed. P/O McGillivray took over the controls and piloted the aircraft back to England. His coolness and confidence reassured the crew to a major degree and despite having never landed an aircraft before, his landing would have been successful had not the port tyre (which had been damaged by flak) burst on impact. The remainder of the crew undoubtedly owe their lives to the determination, courage and coolness of P/O McGillivray in this emergency. For his courage and coolness in the face of danger, I recommend the immediate award of the DFC.

The sortie list is very poorly typed - first part unreadable; the rest was as follows:

1 September 1942 - Saarbrucken (5.20)
2 September 1942 - illegible (6.00)
4 September 1942 - Bremen (5.45)
6 September 1942 - Duisburg (3.50)
7 September 1942 - Warnemunde (5.40, duty not carried out)
9 September 1942 - Gardening (5.25)
13 September 1942 - Bremen (4.50)
14 September 1942 - Wilhelmshaven (5.05)
16 September 1942 - Essen (1.50, duty not carried out)
18 September 1942 - Gardening (7.40)
21 September 1942 - Gardening (7.00)
23 September 1942 - Vegasack (5.20, duty not carried out)
5 October 1942 - Aachen (5.00)
6 October 1942 - Osnabruck (4.30)
15 October 1942 - Cologne (5.10)
22 October 1942 - Gardening (6.35)
23 October 1942 - Genoa (6.30)

27 October 1942 - Gardening (6.35)
7 November 1942 - Genoa (6.25, duty not carried out)
8 November 1942 - Marseilles, Nickels (9.00)
4 December 1942 - Frankfurt (9.55)

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5 July 1944 - Gardening (6.35)
18 July 1944 - Wesseling (6.15)
20 July 1944 - L'Hey (3.45, day)
23 July 1944 - Kiel (5.35)
24 July 1944 - Stuttgart (9.20)
25 July 1944 - Stuttgart (9.10)
28 July 1944 - Hamburg (5.20)
3 August 1944 - Bois de Casson (4.55, day)
4 August 1944 - Bois de Casson (4.30, day)
5 August 1944 - St. Leu (5.30, day)
7 August 1944 - Mer de Magna (4.50)
9 August 1944 - Coulonvillers (4.25, day)
10 August 1944 - La Pallice (6.55)
12 August 1944 - Brunswick (6.20)
14 August 1944 - Falaise (4.55, day)
15 August 1944 - Soesterburg (3.55, day)
25 August 1944 - Russelheim (9.00)
27 August 1944 - Mimotecques (3.55, day)
29 August 1944 - Stettin (10.00)
6 September 1944 - Emden (4.05)
12 September 1944 - Dortmund (5.20)

The February 2003 issue of **Short Bursts** (Air Gunner Association newsletter) carried the following narrative by Robert Marshall:

I am a bit hesitant to relate wartime experiences knowing that many of your readers are my peers in experiences both in and out of the ordinary. Actually my 50 plus ops were, for the most part, pretty routine with the occasional minor "prang" and our aircraft being ventilated with a few pieces of stray flak. I never baled out, never ditched, was never shot down and apart from a couple of strafing exercises never fired my guns. Enemy aircraft were sighted on occasion but they always seemed to be going after someone else.

However on what turned out to be the last trip of our second tour we did have an adventure that probably few other crews experienced. On Sept 14, 1944 we ran into heavy flak over Dortmund and took quite a beating. Our tail gunner (Jimmy Flood from Toronto , on his 66th trip), was killed and our pilot (Russ Curtis from Erie, Penn.) seriously wounded. Our bomb aimer (Dougal MacGillivray from

Dalkeith, Ont.) took over the controls and put into practice what he had learned in his one session on a link trainer. Although never having been at the controls of an aircraft before he flew it like a veteran to a somewhat precarious landing at an emergency RAF airdrome in East Anglia. I don't remember much of the trip home but one thing I do remember was looking up in the cockpit and seeing Dougal at the controls with his helmet off to one side and, although he may have been churned up inside, looked as calm and collected as would a veteran pilot. I think I knew then that we were going to get home and down safely.

Russ recovered from his head injury - a piece of flak had cut a groove through the top of his head. The rest of us returned to base and a few days later attended Jimmy's burial in the Canadian section of Brookwood cemetery in Surrey. And a month or so later in mid-October, with the exception of Russ, we were on our way home for the last time.

Dougal and I are the only members of the crew still alive with our fond memories of the others---Russ; Charlie Wattie, navigator (from Barrie Ont.) and Hugh Smith, wireless operator (from Niagara Falls Ont.); who all passed away over a decade ago.

A further note on Dougal: Dougal went overseas in late 1941 as one of ours--a w/ag. At that time four motored aircraft were on the horizon with the crew format changed from that on the old mainstream two motored Wellingtons, Hampdens and Whitleys. On Wellingtons, for example the crew consisted of two pilots, a navigator (or observer) who had the bomb dropping responsibilities, two wireless operators, one of whom occupied the front turret, and a tail gunner. With the advent of four motored aircraft the crew, as most will remember, was reduced to one pilot and one wireless operator, with the addition of a bomb aimer, an engineer and a mid upper gunner. Hence Dougal arrived overseas when wireless operators were in excess and bomb aimers in short supply. As a result Dougal and some of his classmates were given minimal training and remustered as bomb aimers. Dougal survived a first tour in 1942/43 on Stirlings.

RCAF Press Release No.6836 dated 19 September 1944 from Sergeant J.D. Badger, transcribed by Huguette Mondor Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- In the last flight of his operational career, a Ghost squadron bomb-aimer and veteran of two tours had to take over the controls of his flak-riddled Lancaster from the seriously wounded pilot. The bomb-aimer, Pilot Officer Dougal MacGillivray, Dalkeith, Ontario (R.R.1), flew back and landed safely despite his inexperience, vital damage to the aircraft and a tire bursting as the plane touched down.

As the heroic young flier was too shy to explain the feat to the press, his navigator, Flying Officer Charles Wattie of Barrie, Ontario, told the story for him. "It happened on the last operation against the synthetic oil plant outside Dortmund, Germany," Wattie began. He went on to relate how heavy, predicted flak caught the Lancaster as it entered the target area, again in the bombing run and a third time as the riddled aircraft wavered out from the target area.

The first burst killed the rear gunner, a Canadian lad on his 64th sortie. It was scheduled to be the second to last trip of his two tours. The burst also wounded the American RCAF pilot seriously. Without telling the crew, he pressed on to the target. It is considered remarkable that he was physically and mentally able to continue. The Lancaster was riddled.

"After the trip was all over, I counted 100 holes in the kite," said Navigator Wattie, "and there were still plenty left". The rear turret was thoroughly perforated, the port rudder damaged, the trimmings wrecked and a tire hit. When the bombing was done, the pilot told Bomb-Aimer MacGillivray to come to the cockpit. He instructed him and the flight engineer, Sergeant Paddy Rose, RAF, Cork, Eire, to give him a shot of morphia to enable him to carry on, and another shot when they reached an aerodrome to help him accomplish the landing.

However, seeing his condition, other crew members carried their skipper to the rest position amidship, while MacGillivray took over the controls. Though the pilot never lost consciousness, speech began to fail him. While he could still talk, he gave Flight Engineer Rose life-saving directions. MacGillivray was unfamiliar with the job and he had a wreck to work with Wattie commented. "The unserviceable trimmings hindered him particularly. He showed wonderful airmanship."

As Wattie told how they found a British aerodrome, MacGillivray put in a word for the navigator's calm guidance throughout the flight. Unfortunately, other aircraft returning from an operation were thronging over the airfield, waiting to land. MacGillivray had to run in and overshoot the runway twice before he could touch down.

As the Lancaster rolled in, wheels down, the damaged tire burst. Navigator Wattie and the mid-upper gunner crouched in the "crash position", but so skillfully did MacGillivray control the aircraft that they were not even bruised. Then the bomb-aimer brought the plane to a halt quickly, and the crew carried the pilot out before the racing ambulance and crash-wagon arrived.

The whole crew has now been screened from further operational flying, with the exception of Rose who has not yet logged the requisite number of sorties. The others are all two-tour veterans. The pilot is recovering in hospital and has

regained his speech.

The 26-year-old MacGillivray farmed before the war, while Wattie taught school. The latter hopes to remain in the permanent force after the war.

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McGILLIVRAY, FS John Ernest (R83946) - **Mentioned in Despatches** - No.61 Base (AFRO gives unit only as "Overseas" - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 18 August 1915. Home at Parsley, Ontario; enlisted there as Clerk/General, 10 December 1940 and posted to No.1 Manning Depot. Reclassified as Clerk/Stenographer, 1 March 1941. Promoted AC1, 10 March 1941. Promoted LAC, 1 June 1941. Promoted Corporal, 21 September 1941. Promoted Sergeant, 1 January 1942. To "Y" Depot, 16 September 1942. To RAF overseas, 27 October 1942. Promoted Flight Sergeant, 20 February 1943. Repatriated 16 November 1945. Retired 15 December 1945. No citation in AFRO. DHist file 181.009.D.2993 (RG.24 Vol.20634) has recommendation sent to No.6 Group HQ, 19 December 1943.

This NCO is a good, solid, reliable and self-spoken NCO who assumes a great deal of responsibility in both the Base Orderly Room and the combined Base Central Registry. He has taken considerable pains and sacrifices to improve the organization of these two offices as well as his administrative knowledge.

In spite of the disruption of the Orderly Rooms and Central Registries as a result of a new establishment which necessitated amalgamation of the Orderly Rooms and Central Registries, a complete review of the total Base Personnel records followed by a visit to Records Office for six days, he maintained a well-organized Orderly Room and Central Registry. His calmness, administrative knowledge, assumption of more than ordinary responsibilities is most exemplary and deserving recognition.

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McGILLIVRAY, P/O John Joseph (J85472) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Sandon, British Columbia, 24 May 1916. Home in Kaslo, British Columbia (farm labourer); enlisted in Calgary, 16 October 1941. To No.3 Manning Depot, 17 November 1941. To No.15 SFTS (guard), 31 January 1942. To No.7 ITS, 28 March 1942; graduated and promoted LAC, 22 May 1942; to No.6 EFTS, 4 July 1942; ceased training on 27 July 1942 and posted to Trenton; to No.8 BGS, 29 August 1942; may have graduated 30 October 1942 but not posted to No.1 AOS until 7 November 1942; graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 2 January 1943. To RAF overseas, 25 January 1943. Promoted Flight Sergeant, 18 June 1943. Commissioned 26 March 1944.

Promoted Flying Officer, 26 September 1944. Repatriated 14 May 1945. Retired 5 July 1945. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 4 August 1944 when he had flown 31 sorties (205 hours 35 minutes), 27 September 1943 to 20 July 1944.

As bomb aimer, Pilot Officer McGillivray has completed one tour of operations, having attacked Hanover, Kassel, Berlin, Stuttgart and other major targets in Germany and France. The outstanding success enjoyed by he and his crew was in no small way due to the constantly high standard of work of this officer. His accuracy in bombing was always very high and he gave invaluable aid to the navigator at all times.

The sortie list was as follows:

27 September 1943 - Hanover (6.25)
3 October 1943 - Kassel (6.10)
8 October 1943 - Hanover (5.35)
18 November 1943 - Mannheim (7.05)
22 November 1943 - Berlin (8.10)
25 November 1943 - Frankfurt (8.15)
26 November 1943 - Stuttgart (9.05)
3 December 1943 - Leipzig (8.45)
29 December 1943 - Berlin (7.40)
4 January 1944 - Gardening (5.30)
20 January 1944 - Berlin (7.55)
26 January 1944 - Gardening (5.30)
2 February 1944 - Gardening (6.30)
5 February 1944 - Gardening (7.25)
11 February 1944 - Gardening (5.25)
19 February 1944 - Leipzig (8.20)
24 February 1944 - Gardening (6.40)
25 February 1944 - Gardening (7.30)
11 March 1944 - Gardening (7.55)
18 March 1944 - Gardening (5.15)
22 March 1944 - Gardening (6.50)
25 March 1944 - Aulnoye (6.20)
29 March 1944 - Paris (6.25)
9 April 1944 - Lille (5.40)
12 April 1944 - Gardening (5.25)
24 May 1944 - Trouville (4.45)
14 June 1944 - St.Pol (4.30)
4 July 1944 - Villeneuve (6.35)

12 July 1944 - Acquet (4.15)
17 July 1944 - Caen (4.20, day)
18 July 1944 - Wesseling (5.25)
20 July 1944 - L'Hey (3.55, day)

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McGILLIVRAY, F/O Robert Lamont (J19168) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 17 December 1919 in Regina. Home in Vancouver, British Columbia; enlisted in Regina, 29 January 1941 and posted to No.2 Manning Depot. To No.3 SFTS (guard), 2 March 1941. To No.2 WS, 30 March 1941; promoted LAC, 1 May 1941; ceased wireless training, 12 September 1941 when posted to Trenton; reclassified as Gunner, 10 October 1941; to No.4 BGS, 25 October 1941; graduated and promoted Sergeant, 24 November 1941. To "Y" Depot, 25 November 1941. To RAF overseas, 12 December 1941. Promoted WO2, 24 November 1942. Promoted WO1, 24 May 1943. Commissioned 14 November 1943. Promoted Flying Officer, 14 May 1944. Repatriated by air, 16 June 1945. Retired 16 January 1946. DFC presented 6 May 1950. Died 30 March 2001 in Vancouver as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2002. No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 22 May 1945 when he had flown 44 sorties (288 hours 10 minutes) in two tours - 31 July 1942 to 21 July 1943 (34 sorties, 203 hours 10 minutes, including service with No.331 Wing) and 14 March to 10 May 1945 (ten operations, 85 hours, including three "Exodus" trips.

Flying Officer McGillivray is an air gunner with exceptional experience, having completed thirty-four operations on Wellingtons against German and Italian targets, and a further ten operations on his second tour on German targets. His keenness and unremitting vigilance has, in a large measure been responsible for bringing his crew through a total of forty-seven operations. His conduct and work in the air and in his section has been exemplary, and his operational freshness has set a target for many gunners, junior to himself.

The sortie list was as follows:

First Tour:

31 July 1942 - Dusseldorf (4.35)
10 November 1942 - Hamburg (3.20, duty not carried out)
16 November 1942 - Gardening (4.40)
26 November 1942 - Gardening (3.15)
4 February 1943 - Lorient (6.30)

6 February 1943 - Gardening (4.20)
13 February 1943 - Lorient (7.00)
14 February 1943 - Cologne (5.20)
16 February 1943 - Lorient (6.50)
19 February 1943 - Wilhelmshaven (6.00)
24 February 1943 - Wilhelmshaven (5.15)
26 February 1943 - Cologne (6.00)
1 March 1943 - Scharnhorn (5.50)
5 March 1943 - Essen (6.00)
26 March 1943 - Duisburg (5.00)
28 March 1943 - St. Nazaire (5.30)
4 April 1943 - Kiel (7.10)
8 April 1943 - Duiburg (5.25)
10 April 1943 - Frankfurt (7.10)
14 April 1943 - Stuttgart (8.00)
16 April 1943 - Mannheim (7.50)
25 June 1943 - Sousse (1.00)
29 June 1943 - Messina (6.05)
1 July 1943 - Cagliari (5.05)
4 July 1943 - Villacidro (5.15)
5 July 1943 - Gerbini (4.25)
7 July 1943 - Catania (4.05)
9 July 1943 - Siracusa 5.00)
10 July 1943 - Gerbini (4.55)
14 July 1943 - Naples (6.05)
15 July 1943 - Reggio Calabria (6.45)
19 July 1943 - Naples (6.00)
21 July 1943 - Naples (5.45)

Second Tour (see Ernest Hugh Gardner)

14 March 1945 - Zweibrucken (7.10)
21 March 1945 - Hemingstadt (5.15)
22 March 1945 - Hildesheim (6.15)
23 March 1945 - Bottrop (5.55)
25 March 1945 - Hanover (6.20)
31 March 1945 - Hamburg (5.50)
4 April 1945 - Meisburg (9.15)
8 April 1945 - Hamburg (6.15)
10 April 1945 - Leipzig (8.25)
22 April 1945 - Bremen (5.35)
3 May 1945 - Recalled (4.15, duty not carried out)
8 May 1945 - Exodus (4.20)

9 May 1945 - Exodus (5.20)
10 May 1945 - Exodus (4.50)

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McGILVRAY, FS Alexander John (R119752) - **British Empire Medal** - No.7 Release Centre - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 25 December 1921. Home in Calgary; enlisted in Winnipeg, 24 July 1941 as Clerk/General and posted to No.2 Manning Depot. To No.11 SFTS, 17 September 1941. To Trenton, 3 October 1941. To No.4 Manning Depot, 8 November 1941. Promoted LAC, 8 February 1942. Promoted Corporal, 6 June 1942. Promoted Sergeant, 1 November 1942. To No.1 Air Gunner Ground Training School, 28 February 1943. To No.2 Aircrew Graduate Training School, 14 January 1944. Promoted Flight Sergeant, 1 February 1944. To No.7 Release Centre, 15 January 1945. To No.2 Air Command Headquarters, 16 February 1946. To No.5 Release Centre, 18 March 1946. Retired 22 March 1946. BEM presented 14 February 1948.

This non-commissioned officer has exhibited, at all times, excellent ability and judgement as the non-commissioned officer in charge of the Station Orderly Room at this Release Centre. Frequently he has accepted major responsibilities with confidence and carried them out efficiently and well. It is felt that he has displayed initiative far in excess of that demanded of a senior non-commissioned officer and that through his leadership, personnel who have served under him have increased their service knowledge. His work is considered excellent; his loyalty and devotion to duty are outstanding.

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McGINNIS, W/C Arthur David (C10143) - **Member, Order of the British Empire** - North West Air Command Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 14 August 1917, Phillipsburg, Quebec as per RCAF Press Release reporting award; educated in Kingston schools, Trinity College, Queen's University and Cornell University. Civilian employee with Department of National Defence for Air; home in Ottawa; enlisted there 1 February 1942 in Works and Building Branch with rank of Flight Lieutenant. Posted from AFHQ to Western Air Command, 23 May 1942. Promoted Squadron Leader, 1 February 1943. To North West Air Command, 21 June 1944. Promoted Wing Commander, 1 August 1944. To "Y" Depot, 6 April 1945. To United Kingdom, 13 April 1945. Repatriated 1 July 1945. To AFHQ, 9 July 1945. To No.3 Release Centre, 16 August 1945. Retired 18 August 1945. Award sent by registered mail.

Since its inception in June 1944, Wing Commander McGinnis has handled a multiplicity of complex problems in the construction and maintenance of the various units in North West Air Command and in a most able manner. He has displayed unusual ability in the organization of the construction and engineering

branch of this Headquarters and the formation of No.10 Construction and Maintenance Unit. His tact in dealing with personnel of the United States Army Air Forces and the Department of Transport has been evidence in a marked degree. This officer has displayed undiminished energy in meeting and overcoming the many difficulties in connection with projects in the Command. His devotion to duty and unflagging zeal have been an inspiration to all who have worked with him.

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McGLADREY, F/O George Glover (J6843) - **Distinguished Flying Cross** - No.35 Squadron - Awarded 31 May 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1338/43 dated 16 July 1943. Born in Corbin, British Columbia, 5 or 25 October 1920. Educated at Chemainus and Ladysmith, British Columbia. Worked as a machinist, millwright and driver, 1938-1939 and for Victoria Lumber Company, Chemainus, British Columbia. Also in Militia, 1938-1939 (second Battalion, 16th Canadian Scottish Regiment) And 19 June to 17 October 1940 (First Battalion, 16th Canadian Scottish Regiment). Enlisted in Vancouver, 22 October 1940. To No.1 Manning Depot, Toronto, 26 October 1940. To No.5 SFTS, Brantford, 11 December 1940 (guard duty). To No.1 WS, Montreal, 3 March 1941. Promoted LAC, 4 April 1941. Posted to No.6 BGS Mountain View, 22 July 1941. Graduated and promoted Sergeant 18 August 1941. Commissioned 19 August 1941. To "Y" Depot, 20 August 1941; to No.31 OTU, Debert, 7 September 1941. Attached to Ferry Command, Dorval, 27 July to 9 October 1941. Attached to "Y" Depot, Halifax, 28 October 1941 to 7 January 1942. Taken on strength of No.3 PRC, 8 January 1942 (but that seems to be embarkation date, as he is also shown as being taken on strength at No.3 PRC on 21 January 1942. To No.5 Signal School, 18 March 1942. To No.23 OTU, 5 May 1942. To No.1651 Conversion Unit, 23 July 1942. Promoted Flying Officer, 19 August 1942. Posted to No.419 Squadron, 5 December 1942; to No.35 Squadron, 4 March 1943 with crew of P/O Sherk, 4 March 1943. Bombed Nuremburg, 8/9 March 1943. Returned to base with one canister of incendiaries hung up, rear turret unserviceable for 45 minutes and port inner engine failed 250 miles from base. Sorties followed on 9/10 March (Munich, abortive when one engine failed), 11/12 March (Stuttgart, aircraft holed by flak), 10/11 April (Frankfurt, dropped five 1,000-pound bombs but brought back target indicators), 13/14 April (La Spezia). Cited with P/O W.S. Sherk (Bar to DFC), F/O R.G. Morrison (DFC), and Sergeant D.G. Bebensee (DFM). Incident described was on night of 20/21 April 1943. Back on operations 26/27 April (Duisburg). Posted to No.405 Squadron, 17 May 1943. Killed in action 13 July 1943 (Halifax HR905); buried in Holland. DFC presented to net-of-kin, 12 December 1944.

One night in April 1943, Pilot Officer Sherk and Flying Officers McGladrey and Morrison and Sergeant Bebensee were pilot, wireless operator, navigator and flight engineer, respectively, in an aircraft which attacked Stettin. Whilst over the target area the bomber was struck by falling incendiary bombs. One of them which lodged behind the pilot's seat jammed the aileron and rudder controls. Flames and smoke rapidly filled the cockpit and Pilot Officer Sherk's clothing

caught alight. The aircraft began to lose height diving steeply. Pilot Officer Sherk endeavoured to regain control whilst Flying Officer McGladrey attempted to subdue the flames. Meanwhile Sergeant Bebensee struggled to free the locked controls. Just as the situation appeared hopeless the pilot regained control and a course was set for home as Flying Officer McGladrey extinguished the fire. Much of the navigational equipment had been lost but Flying Officer Morrison, displaying great skill, was able to plot accurate courses. Sergeant Bebensee who worked untiringly for three-quarters of an hour succeeded in freeing the controls. Eventually Pilot Officer Sherk flew the badly damaged bomber back to this country in circumstances fraught with great danger displaying great courage, skill and determination.

NOTE: Public Record Office Air 2/4974 has recommendation for him, drafted 23 May 1943 when he had flown 33 sorties (195 operational hours). Sortie list and submission as follows:

1 June 1942	Essen
5 August 1942	Dunkirk
6 August 1942	Le Havre
3 September 1942	Emden
6 September 1942	Duisburg
8 September 1942	Frankfurt
13 September 1942	Bremen
19 September 1942	Saarbrücken
5 October 1942	Aachen
13 October 1942	Kiel
15 October 1942	Cologne
23 October 1942	Krefeld
31 October 1942	Emden
16 January 1943	Lorient
21 January 1943	Gardening, Frisian Islands
23 January 1943	Lorient
14 February 1943	Cologne
16 February 1943	Lorient
18 February 1943	Wilhelmshaven
19 February 1943	Wilhelmshaven
24 February 1943	Wilhelmshaven
26 February 1943	Cologne
28 February 1943	St. Nazaire
1 March 1943	Berlin
8 March 1943	Nuremberg; bombs dropped but one-third of incendiaries hung up, rear turret was unserviceable for 45 minutes, and port inner engine failed 250 miles from base.
9 March 1943	Munich; returned early with a faulty starboard engine

11 March 1943	Stuttgart; bombed successfully; wings holed by flak
10 April 1943	Frankfurt
13 April 1943	Spezia
16 April 1943	Mannheim
18 April 1943	Spezia
20 April 1943	Stettin - DFC event
26 April 1943	Duisburg

Flying Officer McGladrey was wireless operator in an aircraft attacking Stettin on the night of 20/21st April 1943. On the second bombing run over the target the aircraft was hit by incendiaries dropped from an aircraft above, the cockpit filled with flames and smoke, and the aircraft began falling in a steep spiral as the controls had also become jammed.

With commendable courage he set about fighting the fire which had by then reached alarming proportions, pieces of the incendiary were scattered and burning and parts of the pilot's clothing were also on fire.

His efforts seemed of little avail and as the control of the aircraft had not been regained the captain ordered the crew to abandon aircraft. When the escape hatch was opened, his parachute, which he had been using to beat out the flames, fell through and was lost and he attached his harness to that of the navigator and they prepared to leave the aircraft together. At this point the pilot righted the aircraft and cancelled the order to abandon.

Flying Officer McGladrey then returned to the task of fighting the fires and in a short time the fires were extinguished.

Much of the navigator's equipment had been lost and this officer's sound knowledge of his equipment materially assisted in the safe return of the aircraft to base.

For his fine example of coolness in the face of such difficulties, Flying Officer McGladrey is recommended for the immediate award of the Distinguished Flying Cross.

Particulars of Death: Halifax HR905 took off at 2315 hours, 13 July 1943. Crew consisted of 39805 S/L D.L. Wolfe, DFC (pilot), J9764 F/L R.G. Morrison, DFC (navigator), J17710 P/O E.M. Witt (bomb aimerr), J6834 F/O G.G. McGladrey, DFC (WOP/AG), J12952 F/O D.M. Clarke (air gunner, POW), R94919 FS T.H. Emerson (air gunner), R68061 Sergeant D. Bebensee, DFM (flight engineer) and NZ413997 F/O D.J. Smith (second pilot, POW).

* * * * *

McGLONE, F/O Gerard Frederick (J25552) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 19 April 1911 in Tottenham, Ontario. Home in London, Ontario (investment banking office manager); enlisted in Toronto, 4 June 1942. To No.1 Manning Depot, 6 July 1942. To No.6 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942 but not posted to No.4 AOS until 27 December 1942; graduated and commissioned, 16 April 1943. To RAF overseas, 31 May 1943. Promoted Flying Officer, 16 October 1943. Promoted Flight Lieutenant, 16 April 1945. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To No.14 SFTS, 27 June 1945. To No.4 Release Centre, 23 July 1945. Retired 24 August 1945. Sent by registered mail, 6 May 1949. 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.1750 (PAC RG.24 Vol.20608) has recommendation for an **immediate** DFC dated 21 December 1944 when he had flown 19 sorties (100 hours 45 minutes); see also F/O J.H. McQuiston:

This officer's aircraft, detailed to attack Munster in daylight on November 18th, has hydraulic failure on takeoff and the undercarriage would not come up. The skipper decided to proceed to the objective so Flying Officer McGlone promptly set course 32 minutes early. In spite of inability to make height, the intercom going unserviceable on reaching [the] coast, the aircraft was brought to the target within two and one-half minutes of the required time. Flying Officer McGlone's display of skill and resourcefulness is typical of his consistently good work throughout his tour.

RCAF photo PL-42989 (20 March 1945) is captioned as follows: "Two Toronto fliers, members of the same Swordfish Squadron crew, relax following the last trip of their first operational tour and 'Skipper' the station mascot takes it easy with them. The men are, F/L J.H. McQuiston, pilot (1320 Danforth Avenue) and his navigator, F/O G.F. McGlone [sic], (81 Indian Road).

* * * * *

McGOFF, Corporal John Joseph (R117370) - **Commended for Valuable Services in the Air** - No.9 Bombing and Gunnery School - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 25 March 1920. Home in Lachine, Quebec, enlisted in North Bay, 19 August 1941 for General Duties and posted to No.2 Manning Depot. To No.3 Personnel Holding Unit, 8 October 1941. To No.1 BGS, 12 November 1941. Promoted AC1, 20 November 1941. To No.9 BGS, 13 December 1941. Promoted LAC, 19 February 1942. Promoted Corporal, 12 November 1943. To No.10 BGS, 4 April 1945. To Trenton, 5 June 1945. To No.2 Release Centre, 18 February 1946. Retired 21 February 1946.

This airman, as a drogue operator, has, in the most adverse flying conditions, displayed skill, keenness and devotion to duty of a very high order. In

maintaining a high standard of efficiency, both in the air and on the ground, he has set an excellent example for his fellow workers and has contributed greatly to the high standard of flying at his unit.

* * * * *

McGOURLICK, F/L Donald Francis (J13457) - **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 27 February 1921 in Gull Lake, Saskatchewan; home there (teacher). Enlisted in Calgary, 29 April 1941 as Radio Mechanic. To No.1 Manning Depot, 3 May 1941. To University of Toronto, 23 May 1941. To No.1 Manning Depot, 20 September 1941. Remustered to aircrew and posted to No.1 ITS, 15 February 1942; graduated and promoted LAC, 10 April 1942 but not posted to No.7 EFTS until 25 April 1942; ceased training, 25 May 1942 when posted to Trenton; to No.2 BGS, 4 July 1942; graduated and commissioned, 14 August 1942. To "Y" Depot, 3 September 1942. To RAF overseas, 22 October 1941. Further trained at No.14 OTU, Cottesmore (Rutland). Promoted Flying Officer, 14 February 1943. Promoted Flight Lieutenant, 14 August 1944. Repatriated 14 November 1943. Further wartime postings uncertain including release. Attended University of Saskatchewan and obtained a degree in Pharmacy. Rejoined RCAF as a Medical Officer, 11 April 1951 (38483); promoted Flight Lieutenant, 1 January 1955. Service included time at St. Jean, Quebec and Marville, France. Retired to Prince George, 1980 Later to Union Bay and Campbell River, Vancouver Island. Died a Campbell River, 26 October 2012. DFC presented 18 June 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8823 has recommendation dated 20 August 1944 when he had flown 35 sorties (143 hours 40 minutes). Flew with No.106 Squadron until aircraft shot down on 7 August 1943, after which he evaded.

* denotes daylight sortie

25 July 1943 - Essen (4.20)
27 July 1943 - Hamburg (5.50)
29 July 1943 - Hamburg (5.35)
30 July 1943 - Remscheid (4.45)
2 August 1943 - Hamburg (5.35)
7 August 1943 - Milan (5.35); missing, evaded
5 March 1944 - Stuttgart (6.50)
18 March 1944 - Frankfurt (4.55)
22 March 1944 - Frankfurt (5.00)
26 March 1944 - Essen (6.50)
18 April 1944 - Noisy le Sec (3.30)
20 April 1944 - Lens (2.55)
3 May 1944 - Montdidier (2.45)

6 May 1944 - Nantes/Gassicourt (2.45)
9 May 1944 - Haine St.Pierre (2.35)
11 May 1944 - Boulogne (2.15)
27 May 1944 - Rennes (3.45)
31 May 1944 - Trappes (3.45)
2 June 1944 - Trappes (3.30)
4 June 1944 - Calais (1.45)
6 June 1944 - Conde (4.05)
7 June 1944 - Acheres (3.05)
10 June 1944 - Versailles (3.45)
12 June 1944 - Amiens (2.40)
14 June 1944 - Cambrai (2.35)
15 June 1944 - Lens (2.30)
1 July 1944 - Oisemont (2.10)*
7 July 1944 - Caen (2.35)*
9 July 1944 - Mont Condon (2.10)
11 July 1944 - Biemont (2.30)
14 July 1944 - Anderbelik (1.40)
20 July 1944 - Bottrop (3.15)
23 July 1944 - Kiel (5.15)
24 July 1944 - Stuttgart (6.50)
25 July 1944 - Stuttgart (7.30)
28 July 1944 - Stuttgart (6.20)

This officer, one of the finest Air Gunners in the squadron, has now completed two tours of operations, Flying Officer McGourlick is a very keen and efficient Air Gunner with a high sense of devotion to duty. At all times he has displayed courage, initiative and common sense, which has made him a very valuable member of a crew, and inspired his comrades on to greater achievements. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

NOTE: Public Record Office WO 208/3315 has his MI.9 evasion report filed after interview of 27 October 1943. He subsequently arrived back in Britain on 29 October 1943. Other members of his crew had been F/O P. Wodehouse (pilot, killed), a Sergeant Windiate (navigator, RCAF), Sergeant J. Adams (flight engineer, believed to have evaded), Sergeant . Cole (bomb aimer, believed killed), Sergeant H. Nielson (wireless operator, believed to have evaded) and Sergeant R. Ridley (mid-upper gunner, believed killed). McGourlick was tail gunner.

I was a member of the crew of a Lancaster aircraft which left Syerston (Notts) on 7 August 1943 at 2240 hours to bomb Milan. At about 0300 hours on the homeward journey we were attacked by a single fighter. When we were approaching Dijon some incendiaries which had remained hung up in the bomb

bay ignited, and the conflagration was such that we were ordered to bale out.

I came down very near Bligny-sur-Ourche (France, 1:250,000, Sheet 23, 23 kilometres southeast of Dijon). My parachute had remained in a tree by a main road, and I could see the aircraft burning near, so did not take the risk of remaining to extricate it. I had hit an asphalt road and was momentarily stunned. I left my harness, but buried my Mae West, overalls, etc in a gravel pit. I started to walk as far from the aircraft as possible, heading in a northwesterly direction. I walked through the night and met nobody.

At 0700 hours (8 August) I heard voices which appeared to come from some sort of enemy post near, so I lay low. About an hour later I saw a man on a bicycle. I stopped him and made my identity known. He told me to hide and made off, returning in an hour with food, a shirt, trousers and slippers. We went into a wood, where I buried my uniform. The man left me immediately afterwards, advising me to head northwest. I walked along the hedge, using my compass. About two kilometres from Essey (France 1:250,000, Sheet 23, 15 kilometres northwest of Bligny) a man approached me, having recognized me as an airman, and told me that there was someone in Essey who spoke English and might help me. He went to Essey and returned with a man who advised me to remain hidden until 2200 hours, whilst he would try and get into touch with an organisation. I spent from 2200 hours til 0400 hours (9 August) in his house, when three men called for me in a car. From this point I was helped on my journey by an organisation.

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McGOVERN, Sergeant Helen Josephine (W311674) - **British Empire Medal** - No.2 Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Home in Calgary; enlisted there 24 May 1943 as "Tradesman". To No.7 Manning Depot, 31 May 1943. Reclassified Clerk/Steno, 11 June 1943. To No.2 Composite Training School, 30 June 1943. To No.3 SFTS, 29 July 1943. Promoted AW1, 1 September 1943. To No.4 Training Command, 4 October 1943. Promoted LAW, 1 January 1944. Promoted Corporal, 1 May 1944. Reclassified Clerk/Admin, 24 October 1944. To No.2 Air Command, 30 November 1944. Promoted Sergeant, 1 February 1946. Retired 30 November 1946. BEM presented 17 July 1947.

Sergeant McGovern is an outstanding non-commissioned officer and a credit to the Women's Division of the Royal Canadian Air Force. She carries out all duties assigned to her in an efficient manner and has marked qualities of leadership which are reflected in the morale of the staff with whom she works. She has, in her capacity as non-commissioned officer in charge of Command Headquarters

Release Orderly Room, gone far beyond the regular course of duty in that she has devoted innumerable hours after duty to effect precision and efficiency in the demobilization process of this Command. Her grasp of policy and procedure is far above that normally required of her position and the Service has gained much because of the capabilities and spirit she has displayed.

* * * * *

McGOWAN, F/L Donald William Ronald (J20070) - **Distinguished Flying Cross** - No.578 Squadron - Award effective 29 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 26 June 1923. Home in Kelfield, Saskatchewan; enlisted in Saskatoon, 2 July 1941. Trained at No.4 ITS (graduated 27 February 1942), No.16 EFTS (graduated 22 May 1942) and No.4 SFTS (graduated 9 October 1942). Retired 22 February 1946. DFC sent by registered mail, 21 January 1951. Rejoined RCAF, 26 April 1951 (37864), retiring 22 December 1970 as Squadron Leader to take up real estate in Ottawa. Died in Kempville, Ontario, 9 January 1980 as per **Legion Magazine** of April 1980. AFRO incorrectly gives name as Arthur Ronald.

This officer has completed a large number of sorties, most of which have been against strongly defended targets in Germany. He has invariably displayed praiseworthy skill and courage, qualities which were amply demonstrated when he was detailed to attack a target in France in July 1944. When crossing the enemy coast considerable anti-aircraft fire was experienced. The aircraft was repeatedly hit and a member of the crew was wounded. In spite of this, Flight Lieutenant McGowan continued to the target. His determination was characteristic of that which he has shown throughout his tour.

RCAF Press Release No.6739 dated 26 September 1944 from S/L MacPherson, transcribed by Huguette Mondor Oates, reads:

WITH CANADIANS FLYING IN THE RAF: -- The story of waning enemy airpower can be told in the few words describing the start and finish of a tour of operations of a Halifax bomber crew skippered by F/L Don W. McGowan, DFC, of Edmonton and Saskatoon.

“On our first trip, we shot down a night-fighter,” said F/L McGowan, “On our last, we didn’t even drop our bombs – because our army had captured the target. There were no Jerry fighters and no flak.”

Screened from further operational duties with McGowan are P/O Nick Banika of 2380 Bellevue Street, Niagara Falls, Ontario, mid-upper gunner who downed the Jerry night-fighter on that first trip and F/O Ed J. McConkey, bomb-aimer of 40 Hillsdale Avenue, Toronto, Ontario, who was wounded when hit by two fragments of shell in a July operation. "We were on our way to Hanover on that first trip," McGowan recalled. "We were hit by flak and the controls so damaged that it was impossible to make a starboard turn. The hydraulic system and the bomb doors couldn't open, so we had to orbit to port and pump them open. Just as we levelled out for the bombing run, a FW190 attacked from dead ahead, Banika swung his mid-upper guns through 180 degrees and fired through the propellers. We saw the fighter go down in flames." F/O McConkey stopped pieces of flak with his shoulder and wrist when the crew attacked a flying bomb site in the Pas de Calais region in July, but he refused the chance to end his operational career to return to the crew.

McGowan joined the RCAF on his eighteenth birthday and arrived in England in the latter part of November, 1942. He started operational flying just a year ago and with his crew stacked up a total of 18 trips to targets in Germany, in addition to targets in the occupied territories. In July, McGowan and his English navigator were awarded the Distinguished Flying Cross for courage and skill in carrying out their attacks.

Odds against the possibility of the crew completing its tour dropped to an all-time low when a technical failure on the trip back from Berlin resulted in the failure of two engines. McGowan nursed the big bomber back to the English Coast and a third engine cut out just after the aircraft touched down.

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McGOWAN, G/C Edwin Archibald (C105) - **Mentioned 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. Home in Glace Bay, Nova Scotia. Enlisted at Camp Borden, 28 June 1926 as RMC Gentleman Cadet and P/P/O. Awarded wings 17 August 1928. Commissioned P/O, 20 June 1928; F/O 20 June 1929; F/L 1 September 1933; S/L 1 April 1938. On strength of Trenton Air Station, 31 October 1931 to 28 February 1932; with Ottawa Air Station, 28 February 1932 to 31 July 1933; with Camp Borden Air Station, 31 July 1933 to 6 April 1936. Commanded No.18 Detachment (later 118 Detachment), 6 April 1936 to 6 February 1939. Attained rank of Wing

Commander, 15 September 1941. Posted as of 25 May 1942 to No.1 CNS. Posted to No.2 Training Command, date uncertain. To No.1 GRS, 24 February 1943. To Eastern Air Command, 30 April 1943. To "S", 8 July 1943. Promoted Group Captain, 1 January 1944. To Goose Bay, 30 September 1944. Retained rank of Group Captain as of 1 October 1946. To Station Clinton, 1 April 1947. Retired 27 July 1948. RCAF photos PL-1558 and PL-1559 taken 1940 show S/L E.A. McGowan and F/O C.J. Baker.

Group Captain McGowan is a Regular Officer with a long background of service in the Royal Canadian Air Force. During the early years of the war he served as an instructor and chief instructor in Air Navigation Schools. In 1943 he was appointed to command Royal Canadian Air Force Station, Sydney, and in 1944 Royal Canadian Air Force Station, Goose Bay. Throughout all this period he has done consistently good work. On both stations that he has commanded he was highly respected and was successful in building up a high standard of morale. He is considered to be most deserving of recognition for his services.

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McGRATH, F/L Douglas Frederick (J25885) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 6 March 1921 in New Westminster; home in White Rock, British Columbia (grader); enlisted in Vancouver, 23 February 1942. To No.3 Manning Depot, 26 April 1942. To No.15 SFTS, 15 June 1942 (guard duty). To No.7 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942 but not posted to No.6 EFTS until 24 October 1942; may have graduated 18 December 1942 but not posted to No.4 SFTS until 9 January 1943; graduated and commissioned 30 April 1943. To No.31 GRS, 14 May 1943. To "Y" Depot, 7 August 1943. Taken on strength of No.3 PRC, 8 October 1943. Promoted Flying Officer, 30 October 1943. Promoted Flight Lieutenant, 25 August 1944. Repatriated 9 February 1945. Following the war he returned to White Rock where he worked in the Barge Hardware store until his love of flying was too strong and he reenlisted in the RCAF, 1 June 1950 (201625). Promoted Flight Lieutenant, 1 January 1952. Much service in the Maritimes and with No.407 Squadron, Comox. Retired 1964 and subsequently returned to White Rock he worked as a customs officer then as an immigration supervisor at Vancouver Airport until his retirement in 1985. Died in Surrey, British Columbia, 3 December 2009 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2010. DFC presented in Vancouver, 22 October 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". NOTE:

Recommendation gives number as J25885. DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 15 February 1945 when he had flown 32 sorties (178 hours 20 minutes), 27 July 1944 to 2 January 1945.

27 July 1944 - Hamburg (5.05)
1 August 1944 - Le Hey (3.20)
3 August 1944 - Foret de Nieppe (1.50)
5 August 1944 - Luc Desserent (5.00)
7 August 1944 - La Hogue (4.35)
9 August 1944 - Foret de Croc (4.05)
12 August 1944 - Mont Richard (5.40)
14 August 1944 - Bons Tassily (4.15)
15 August 1944 - Soesterburg (5.35)
16 August 1944 - Kiel (5.50)
18 August 1944 - Connetre (5.50)
25 August 1944 - Ferfay (4.10)
27 August 1944 - Mimoyecques (4.20)
6 September 1944 - Emden (4.15)
4 October 1944 - Bergen (7.05)
5 October 1944 - Heligoland (4.20)
6 October 1944 - Dortmund (5.30)
9 October 1944 - Bochum (6.40)
14 October 1944 - Duisburg (5.00)
23 October 1944 - Essen (5.45)
24 October 1944 - Gardening, Oslo (6.55)
28 October 1944 - Cologne (5.35)

6 November 1944 - Gelsenkirchen (5.00)
11 November 1944 - Gardening, Oslo (6.35)
16 November 1944 - Julich (5.15)
18 November 1944 - Munster (6.15)
21 November 1944 - Castrop Rauxel (5.40)
27 November 1944 - Neuss (5.30)
17 December 1944 - Duisburg (5.55)
21 December 1944 - Oslo (2.45)
24 December 1944 - Oslo (6.40)
28 December 1944 - Oslo Fiord (6.50)
30 December 1944 - Cologne (6.30)
2 January 1945 - Ludwigshaven (6.45)

This officer has since July 1944 made thirty-two sorties over enemy territory and has attacked many of the heavily defended targets including Hamburg, Duisburg (2), Dortmund and Kiel.

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.

Flight Lieutenant McGrath's aircraft has on numerous occasions been attacked by enemy aircraft, but despite this he has always pressed home his attacks with courageous determination. He has shown exceptional qualities of leadership and fully merits the award of the Distinguished Flying Cross (Non-Immediate).

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McGRATH, P/O Matthew Kerr (J90582) - **Distinguished Flying Cross** - No.582 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 17 May 1924 in Long Branch, Ontario; home in Bartonville, Ontario (machine operator); enlisted in Hamilton, 16 January 1943. To No.1 Manning Depot, 24 February 1943. To No.1 SFTS (guard duty), 4 June 1943. To No.1 Air Gunner Ground Training School, 20 August 1943. Promoted LAC, 2 October 1943 and posted that date to No.9 BGS; graduated and promoted Sergeant, 12 November 1943. To "Y" Depot, 26 November 1943. Taken on strength of No.3 PRC, Bournemouth, 13 December 1943. Commissioned 6 September 1944. Promoted Flying Officer, 6 March 1945. Repatriated 3 May 1945. To No.1 Air Command, 17 May 1945. To No.16 SFTS, 18 June 1945. To No.4 Release Centre, 13 August 1945. Retired 16 August 1945. Award sent by registered mail, 28 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8751 has recommendation dated 16 April 1945 when he had flown 58 sorties (292 hours), 24 May 1944 to 21 March 1945.

24 May 1944 - Trouville

27 May 1944 - Bourg Leopold

31 May 1944 - Cherbourg

14 June 1944 - St.Pol

15 June 1944 - Boulogne

16 June 1944 - Sterkrade

17 June 1944 - Abbeville

21 June 1944 - St.Martins

23 June 1944 - Bienteque

27 June 1944 - Foret d'Ewy

28 June 1944 - Metz

1 July 1944 - Biennais

4 July 1944 - Biennais

6 July 1944 - Biennais

7 July 1944 - Caen

12 July 1944 - Creil
24 July 1944 - Ferfay
28 July 1944 - Hamburg
30 July 1944 - Amaye-sur-Sulles
1 August 1944 - V-1 site
4 August 1944 - Supply Depot
5 August 1944 - do., Paris
8 August 1944 - do., Paris
9 August 1944 - Foret de Nieppe
12 August 1944 - Tours
14 August 1944 - Falaise
16 August 1944 - Kiel
9 September 1944 - Le Havre
10 September 1944 - Le Havre
11 September 1944 - Castrop Rauxel
12 September 1944 - Scholven
13 September 1944 - Osnabruck
15 September 1944 - Kiel
25 September 1944 - Calais
26 September 1944 - Calais
27 November 1944 - Neuss
30 November 1944 - Duisburg
3 December 1944 - Heimbach Dam
4 December 1944 - Karlsruhe
11 December 1944 - Duisburg

23 December 1944 - Cologne
24 December 1944 - Cologne
29 December 1944 - Cologne-Troisdorf
30 December 1944 - Cologne
1 January 1945 - Nuremburg
6 January 1945 - Hanau
14 January 1945 - Leuna
16 January 1945 - Magdeburg
3 February 1945 - Bottrop
20 February 1945 - Dortmund
21 February 1945 - Duisburg
23 February 1945 - Essen
27 February 1945 - Mainz
1 March 1945 - Mannheim
5 March 1945 - Chemnitz
7 March 1945 - Dessau
11 March 1945 - Essen
14 March 1945 - Hagen
18 March 1945 - Hanau
21 March 1945 - Bremen

Pilot Officer McGrath has completed a second tour of operations as Mid-Upper gunner in a blind marker crew. Throughout his tour he has shown excellent qualities as a gunner, and his coolness and determination are worthy of high praise. He is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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McGRATH, WO William Kerr (R103014) - **George Medal** - No.404 Squadron - Award effective 14 March 1944 as per **London Gazette** of that date and AFRO 766/44 dated 6 April 1944. Born in Darby, Scotland, 7 October 1921. Home in Bartonville, Ontario; enlisted in Hamilton, 5 May 1941 and posted to No.4A Manning Depot. To No.3 Training Command and No.9 AOS, 11 June 1941. To No.3 ITS, 6 August 1941; graduated and promoted LAC, 12 September 1941 when posted to No.20 EFTS; left 8 October 1941; to No.6 AOS, 20 November 1941; to No.5 BGS, 28 February 1942; to No.1 ANS, graduated 11 April 1942; graduated and promoted Sergeant, 11 May 1942. Much of posting card unreadable. Later commissioned (J85704). Presented at Buckingham Palace, 14 January 1945. Repatriated to Canada, 17 March 1945. To United Kingdom again, 1 May 1945. Repatriated again, date uncertain and posted to Greenwood, 29 July 1945. To No.4 Release Centre, 3 September 1945. Retired 10 April 1945. RCAF photo PL-22707 (ex UK-7392 dated 9 January 1944) shows WO McGrath (left) and F/O J.S. Cummins in hospital where Cummins recovering. PL-22708 (ex UK-7393 dated 9 January 1944) shows F/L G.C. Beacock (Chapleau), WO W.K. McGrath and F/O J.S. Cummins. RCAF photo PL-26993 (ex UK-8941 dated 11 March 1944) taken while he was on leave with aunt and uncle (Mr. And Mrs. William Kerr, Glasgow), leave spent reading. PL-26994 (ex UK-8942) is same subject. RCAF photo PL-40093 (ex UK-16655 dated 17 November 1944) shows him after investiture. Photo PL-40096 (ex UK-16658) shows, left to right, P/O R.C. Hyde, DFM (Wawota, Saskatchewan), P/O W.K. McGrath, GM (Bartonville, Ontario), and F/L Frank Hanton, DFC (Kenora) following investiture. PL-40097 (ex UK-16659) is captioned as follows: "It is a handshake of mutual admiration between P/O W.K. McGrath, GM of Bartonville, Ontario, and F/L Frank Hanton, DFC, of Kenora, Ontario as P/O R.K. Hyde DFM of Wawota, Saskatchewan looks on." RCAF photo PL-41035 (ex UK-14148 dated 23 November 1944) is captioned as follows: "Flight Lieutenant Grant Beacock, Chapleau, Ontario, was Mentioned in Despatched, and Pilot Officer W.K. 'Red' McGrath was awarded the George Medal when they both rescued the pilot of a burning Beaufighter. P/O McGrath was the navigator of the aircraft when it crashed on landing. F/L Beacock, the Medical Officer, got McGrath out; then they both rescued the pilot who was burning. Both are members of the RCAF Buffalo Squadron. Pilot of the burning machine was F/O Johnny Cummings of Ottawa." RCAF photo PL-41042 (ex UK-14155 dated 23 November 1944) is captioned as follows: "F/O W.K. McGrath of Hamilton, Ontario, looking at the useless starboard aileron of his Beaufighter after an attack on shipping off the French coast. Hit in the port wing, too, while finishing the attack, the aircraft nearly spun in. McGrath helped his pilot, W/C Ken Gatward of London, England and squadron CO to jam a hatchet between the control column and a longeron and they flew the aircraft like that for three hours to reach base." Photos PL-41043 (ex UK-14156) and PL-41044 (ex UK-14157) show W/C Gatward (not sure from captions if McGrath is also in shots), on Gatward's completion of his third tour. Sortie involving hatchet was an attack on a Sperrbreacher at St. Vivian. PL-41054 (ex UK-14167 dated 23 November 1944) shows debriefing after No.404 Squadron strike - "F/O 'Red' McGrath of Hamilton, F/O Herb Hallett, also of Hamilton, F/O A.S. [sic A.B.] French of Amhurst, Nova Scotia, and W/C Gatward, CO of the Buffalo Squadron."

In December 1943, Warrant Officer McGrath was the navigator of a Beaufighter aircraft which crashed shortly after taking off on an operational sortie. The aircraft, which was carrying a full petrol load and bombs, disintegrated on impact and burst into flames. Warrant Officer McGrath, who was uninjured, managed to extricate himself from his damaged turret and immediately went to the aid of the pilot. The pilot was unconscious and trapped in his cockpit which was enveloped in flames. The control column had been forced into his stomach and his right foot was locked under the smashed rudder bar. Ignoring the danger from possible explosions, Warrant Officer McGrath endeavoured to release the pilot. After unlocking the top hatch he moved the control column, unfastened the pilot's parachute harness and removed his right flying boot. Then, by an almost superhuman effort, Warrant Officer McGrath extricated the pilot from the wreckage and dragged him 100 yards over very rough ground to safety. Warrant Officer McGrath then proceeded to the nearest farmhouse to obtain assistance. This airman displayed conspicuous courage and his prompt action undoubtedly saved his comrade's life.

RCAF Press Release No. 500 dated 13 January 1944 from F/O Moir covered the events of 16 December 1943 (aircraft LZ294).

“Aircraft ‘U’ failed to get properly airborne due to engine failure and crashed.....the navigator dragged the injured pilot from the cockpit of the burning aircraft to safety.”

Brief and coldly factual, that was the entry on the official report that recorded a heroic feat performed by a member of the Royal Canadian Air Force overseas.

That short entry is the official account of how Warrant Officer W.K. McGrath, of Bartonville, Ontario, a navigator with the Buffalo squadron, hung by his legs from the cowling of a burning Beaufighter loaded with high explosives to release his pilot, Flying Officer J.S. Cummins, and then dragged him to safety.

Soon after the two flyers got clear of the machine, fire and high explosive destroyed the aircraft but Flying Officer Cummins, whose home is at 143

Sunnyside Avenue, Ottawa, will fly again despite serious burns and Warrant Officer McGrath came out of the experience with burned hands and singed hair.

It all started when Cummins and McGrath, who fly with the R.C.A.F. Buffalo squadron of Coastal Command, were taking off in "G" for George on a routine patrol off the Norwegian coast.

Just as they became airborne, one motor conked out. Flying Officer Cummins attempted to circle for a landing on the remaining engine but the second motor quit and he was forced to crash land in a field south of the airfield.

The aircraft was badly damaged in the crash. The tail was almost severed from the fuselage and Cummins was knocked out. Later the undercarriage of the machine was found a good fifty yards from the fuselage. The aircraft started to burn immediately.

McGrath escaped the crash without injury but Cummins, knocked out, was strapped into his cockpit by his safety harness with the control column jammed against his body and one foot locked in the rudder gear. Disregarding the danger from exploding fuel tanks and bombs, McGrath climbed into the machine and released Cummins while hanging by his legs. He suffered painful burns on his hands and lost a bit of hair but he got the pilot clear. Cummins escaped with serious burns.

Nearby farmers took the two flyers to a cottage to await an ambulance and then Flight Lieutenant G.C. Beacock of Chapleau, Ontario, the squadron medical officer, arrived on the scene.

Beacock didn't know that the two flyers had been taken to safety and thought they were still in the burning machine. So he warned his assistants to stand clear and then dashed over to the plane to try and save its occupants. He managed to get away just before it started to explode.

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McGREGOR, FS Edward Wallace (R197908) - **Croix de Guerre (France)** - No.429 Squadron (AFRO gives only "Overseas" - Awarded as per AFRO 1619/45 dated 19 October 1945. Home in Vancouver; enlisted there 4 November 1940. Born 14 September 1924. Enlisted in Vancouver, 4 November 1942. To No.2 Manning Depot, 13 January 1943. To No.10 SFTS, 6 March 1943. To No.2 Pre-Aircrew Education Unit, 16 May 1943. To No.2 Air Gunner Ground Training School, 25 June 1943. Promoted LAC, 7 August 1943 and posted to No.3 BGS. Graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Promoted Flight Sergeant, 17 June 1944. Repatriated 29 August 1944. To "Y" Depot, 18 October 1944. To No.2 Release Centre, 25 October 1944. To Hospital, 22 February 1945; discharged 29 February 1945. Re-engaged, 24 September 1946 as LAC; discharged 17 October 1946. DHist file 181.009 D.2611 (RG.24 Vol.20627) has recommendation dated 9 January 1945 when he had flown 19 sorties (86 hours 35 minutes), 26 April to 9 July 1944. However, there was a 20th sortie - that described in the recommendation:

On 18th July, 1944, while on the bombing run of an attack on Mondeville, France, the aircraft in which Flight Sergeant McGregor was flying was struck by bombs falling from another aircraft and this NCO was ordered to bale out. Upon reaching the ground he found that he was literally surrounded by Nazi forces. However, by his prompt action, his coolness and presence of mind, Flight Sergeant McGregor managed to evade capture and made his escape to the Allied lines and subsequently return to England. This gunner had completed 19 attacks on German and German occupied territory and has always displayed a great devotion to duty, setting a splendid example to other Air Gunners of this unit. At all times his cheerfulness and fine offensive spirit have made him a valuable crew member.

In it considered that his fine operational record, tenacity of purpose and determination to outwit the enemy at all times fully merits the award of the French Croix de Guerre.

The sortie list with this was as follows:

26 April 1944 - Essen (4.35)

30 April 1944 - Somain (5.05)
10 May 1944 - Ghent (4.30)
11 May 1944 - Boulogne (4.15)
24/25 May 1944 - Aachen (4.35)
27/28 May 1944 - Bourg Leopold (4.30)
31 May/1 June 1944 - Au Fevre (4.35)
4/5 June 1944 - Calais (4.15)
5/6 June 1944 - Merville-Franceville (4.25)
6/7 June 1944 - Conde sur Noireau (4.45)
8/9 June 1944 - Mayennes (4.40)
12/13 June 1944 - Arras (4.35)
14/15 June 1944 - Cambrai (4.55)
15/16 June 1944 - Boulogne (4.25)
16/17 June 1944 - Sautrecourt (4.45)
24 June 1944 - Bonnetot (4.50)
25 June 1944 - Gorenflos (4.30)
6 July 1944 - Siracourt (5.00)
9 July 1944 - Ardouval (4.25)

NOTE: Public Records Office Air 2/9645 has citation which shows editing.

On 18th July, 1944, while on a bombing run in an attack on Mondeville, the aircraft in which Flight Sergeant McGregor was air gunner was hit and the crew ordered to abandon the aircraft. Although he was literally surrounded by enemy forces on reaching the ground, his coolness and presence of mind enabled him to avoid capture, and return to the Allied lines. Flight Sergeant McGregor has completed 19 attacks on enemy targets and has displayed great devotion to duty and tenacity of purpose in his determination to outwit the enemy.

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McGREGOR, F/L Gordon Roy (C936) - **Distinguished Flying Cross** - No.1 (C) Squadron - Award effective 25 October 1940 as per **London Gazette** of that date. Born in Montreal, 26 September 1901. Inspired to fly when he saw Count de Lessups at the Montreal Air meet of 1911. Educated at St.Andrew's College (Toronto) and then McGill University (Engineering). Then joined Bell Telephone and by 1938 had become Montreal District Manager. One of his tasks was to collect on a \$ 4,000 bill from the city Mayor, Camille Houde. Private pilot, won Webster Trophy, 1935, 1936 and 1938 as most outstanding amateur pilot. Joined RCAF Reserve, Provisional Flying Officer, 1 October 1938 with seniority from 1 July 1936. At least three officers waived (in writing) their seniority in favour of him; obtained RCAF wings at Camp Borden, 29 April 1939. Attended summer camp training at Camp Borden, 27 May to 10 June 1939. Reported to Station Trenton, 12 September 1939 to 24 September 1939. Assigned for temporary duty with No.1 (F) Squadron, St. Hubert, 27 October to 7 December 1939 (first flight in a Hurricane on 31 October 1939 and proceeded to Dartmouth, 4 November 1939). To AFHQ, Ottawa, 19 November 1939. Appointed Adjutant of No.115 Squadron, 27 December 1939. Promoted Flight Lieutenant, 1 January 1940. To No.1 (F) Squadron, 28 May 1940 and went overseas with it, June 1940. Oldest Canadian pilot in the Battle of Britain. Promoted Squadron Leader, 7 October 1940. To No.2 Squadron, 14 December 1940; promoted Wing Commander, 1 April 1941; to Station Digby 14 April 1941. Promoted Group Captain, 1 August 1942. Overseas Headquarters 1 September 1941 to 21 April 1942; returned to Canada, 21 April 1942; to command RCAF units in Alaska, 1 July 1942. To command Patricia Bay, 1 April 1943 to 6 February 1944. Returned overseas, 25 February 1944 as co-pilot, Liberator BZ967. ; No.83 Group, 20 March to 12 July 1944, Officer Commanding No.126 Wing, 12 July 1944 to 3 October 1945. Returned to Canada, 21 October 1945; released 27 November 1945. Later president of TCA (Air Canada). It was reported that, on assuming the presidency of that firm, the Minister of Transport (C.D. Howe) said, "You stay out of the taxpayer's pockets and I'll stay out of your hair," to which McGregor replied, "I'll have you out of my hair as soon as possible." In the next twenty years the company lost money only twice; he retired in 1968. Honorary Wing Commander, No.401 Squadron, 15 April 1950 to 15 July 1955. RCAF photo PL-4882 (ex UK-691) shows a F/L Bishop, RCAF (Conducting Officer), A.C. Howe, captain of a ship and W/C G.R. McGrgeor, DFC following arrival of a BCATP draft in the United Kingdom. See PL-5863 (head and shoulders); RCAF photo PL-32962 (ex UK-15021 dated 18 September 1944) is captioned as follows: "A/V/M Sully, G/C G. Will and G/C G.R. McGregor on a Belgian airfield after they landed with the returning Belgian government. The members of the government were flown back to their capital in an RCAF Dakota." Photo PL-40076 (ex UK-16448 dated 10 November 1944) shows him with a visiting Cardinal Villeneuve. Photo PL-42109 (ex UK-19013 dated 12 February 1945) is captioned as follows: "G/C G.R. McGregor, OBE, DFC,, Montreal, commanding officer of the Canadian top-scoring Spitfire wing in 2nd TAF, centre, expresses a few words of farewell and good wished to S/L Dean H. Dover, DFC and Bar,

Toronto, right at a dinner tendered the latter in Holland recently on completion of his second tour and repatriation to Canada. At left is F/L G.W. Fox, Guelph.” PL-42111 (with Davoud and Dean Dover). Died in Montreal, 8 March, 1971; see obituary in **Montreal Gazette** (9 March 1971) and **Journal of the Canadian Aviation Historical Society**, Fall 1971. Medals with Canadian War Museum (AN 19750554-061); papers in National Archives of Canada.

This officer has destroyed at least three enemy aircraft and has damaged many others. He has led his flights and frequently the squadron with gallantry and dash.

McGREGOR, W/C Gordon Roy (C936) - **Mention in Despatches** - No.402 Squadron - Award effective 25 September 1941 as per **London Gazette** of that date and AFRO 1292/41 dated 7 November 1941. No citation in AFRO. Repeated in AFRO 1378/41 dated 21 November 1941.

McGREGOR, G/C Gordon Roy, DFC (C936) - **Officer, Order of the British Empire** - Western Air Command - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Montreal, 26 September 1901.

Group Captain McGregor has performed exceptional work as Officer Commanding the RCAF Wing in Alaska. He is vigorous and enthusiastic in all he undertakes and by his very manner inspires confidence in all those serving with him. Group Captain McGregor has had vast experience as a fighter pilot overseas and is particularly outstanding in the direction of air fighting operations. By virtue of his extensive experience he has rendered excellent service and advice which has contributed in no small measure to the successful protection of the Alaskan area. He is required to provide close co-operation with the United States Armed Forces in Alaska and has been commended by the Chief of the United States Forces in Alaska for his ability as an organizer in connection with operational duties.

McGREGOR, G/C Gordon Roy (C936) - **Mention in Despatches** - Overseas - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945.

McGREGOR, G/C Gordon Roy, OBE, DFC (C936) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29

March 1946.

McGREGOR, G/C Gordon Roy (C936) - **Commander of the Order of Orange-Nassau with Swords (Netherlands)** - Awarded 12 September 1947 as per AFRO 485/47 of that date and **Canada Gazette** dated 20 September 1947. Offer and citation communicated 9 December 1946 in letter from Air Marshal Robert Leckie (Chief of Air Staff) to Minister of National Defence.

As commander of an RAF [sic] wing this officer has very greatly contributed to the liberation of the Netherlands in the period between July 1944 and the summer of 1945, thanks to his courageous and meritorious conduct on the land and in the air.

Public Records Office Air 2/9140 has recommendation as cleared by Air Ministry Honours and Awards Committee:

Group Captain McGregor commanded No.126 Wing from July 1944 to October 1945. No.126 Wing had the most outstanding successes in combat against the enemy of any Wing on the continent. Group Captain McGregor's outstanding ability and inspiring leadership played no small part in attaining these unparalleled successes. The very fine fighting pitch which was attained in the Wing in the battles of Falaise Gap was maintained through the subsequent advance through Holland, and Group Captain McGregor's personal example and leadership was responsible for their outstanding achievements.

McGREGOR, G/C Gordon Roy, OBE, DFC (C936) - **Croix de Guerre with Silver Star (France)** - Award as per AFRO 485/47 dated 12 September 1947. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Group Captain McGregor, a member of the Auxiliary Air Force, commanded 126 Fighter Wing of the Tactical Air Force through the invasion of Europe from July 1944 until the cessation of hostilities. The units under his command performed heroic service while operating from France.

McGREGOR, G/C Gordon Roy (C936) - **War Cross, 1939 (Czechoslovakia) - Canada Gazette** dated 24 January 1948, AFRO 81/48 dated 6 February 1948.

Notes: Qualification Report for Pilot's Flying Badge (Non-Permanent Active Air Force), dated 29 April 1939 noted that he had taken course, 1 October 1938 to 29 April 1939 on Fleet aircraft (15 minutes dual to solo, 15.05 advanced dual, 32.40 solo. Courses in Theory of Flight (40/50), Engines (78/100), Rigging (72/100), Airmanship (94/100), Air Pilotage (84/100), Meteorology (42/50), Administration (72/100), History and Organization (44/100), Signals, practical (46/50), Drill (85/100). As a pilot assessed as "above average". Credited with 270 hours civil flying before joining RCAF and had 1,000 hours by the time he qualified for RCAF wings.

As of 3 May 1939 it was noted that he had flown only 47.45 with No.115 Squadron, but he was very competent and had been the first officer in No.115 to qualify on instruments. Administrative Orders stated he should have flown 70 hours to qualify, but Brigadier F. Logie Armstrong (DOC Military District No.4) asked that the requirement be waived and authority to wear wings be granted "before the visit of Their Majesties on May 16th."

Report of action, Northolt, 1030 hours, 30 September 1940, Hurricane P3225, damage by .303 ammunition, "enemy action". He was uninjured. "Both mainplanes, tail plane and wooden formers at top of fuselage damaged by bullets. Cat.1 with assistance of maker representatives. Approx time required two days."

Flying time for 1941 was 87.05; for period 1 January to 30 June 1942 it was 71.05.

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McGREGOR, F/L James Wilford (C23560) - **Mentioned in Despatches** - No.437 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 31 July 1914 in Brandon, Manitoba; educated there and North Dakota Agricultural College. Salesman and stockman. Served in First Battalion, Manitoba Rangers, 1930-1935 and NPAM, Brandon (Signals). Enlisted in Winnipeg, 13 September 1940 and posted to No.2 Manning Depot, Brandon. To No.34 SFTS, Medicine Hat, 25 October 1940 (guard). To No.2 ITS, Regina, 29 November 1940; graduated and promoted LAC, 4 January 1941 when posted to No.15 EFTS, Regina; graduated 5 March 1941

when posted to No.10 SFTS, Dauphin. Ceased training (failed to reach instrument flying standard) and posted to Trenton, 23 May 1941. To No.2 AOS, Edmonton, 3 August 1941. He did not impress as an observer - "Plotting was not good and he lacked interest in this work." To Trenton, 13 September 1941. Found suitable for training as a staff pilot. To Toronto, 22 October 1941. To Conversion Training School, Rockcliffe, 11 December 1941, apparently on Leave Without Pay. To Trenton, 19 December 1941 with eleven other airmen who had been selected for staff pilot training. To Rockcliffe again, 20 January 1942. Appointed Sergeant, 18 April 1942. To No.3 BGS, Macdonald, 23 April 1942. Promoted Flight Sergeant, 18 October 1942. Commissioned with effect from 23 September 1942. Promoted Flying Officer, 23 March 1943. To "Y" Depot, 20 September 1944; emplaned from Dorval, 3 October 1944; deplaned in United Kingdom, 5 October 1944. To No.107 OTU, 7 October 1944. Promoted Flight Lieutenant, 1 November 1944. To No.437 Squadron, 17 December 1944; flew 55 sorties. Repatriated 20 September 1945. To No.5 Release Centre, 21 September 1945. Retired 24 October 1945. Died 10 October 1992. DHist file 181.009 D.4855 (RG.24 Vol.20657) has recommendation for AFC dated 16 June 1945 when he had 1,626 flying hours, 321 in previous six months. Certificate sent 16 August 1948.

Flight Lieutenant McGregor joined the squadron in November 1944, in its early stages of formation, and since then has worked extremely hard to become one of the best transport captains in the squadron, a distinction he rapidly gained. At all times this officer has gone far beyond his normal call of duty to endeavour to train the junior pilots and improve their efficiency. Flight Lieutenant McGregor has by his skill, keenness and unfailing devotion to duty set an example, deserving of the highest praise, to the remainder of the squadron.

Selected Assessments: "Definitely above average as a Staff Pilot. Willing to accept responsibility which he discharges well. Has been strongly recommended for a commission and is being recommended for promotion to Flight Sergeant." (S/L J.H. Rogers, No.3 BGS, 20 October 1942.)

"Has been with this unit just over six weeks. He came as a second pilot and was checked out and later flew as a captain. He is a very experienced pilot. He has proven to be keen and capable captain. All his work has been of high standard." (S/L C. Sanderson, 5 February 1945 when he had flown approximately 1,400 hours).

Training: Interviewed September 1940 by S/L J.C. Huggard - "Very well educated, well set-up appearance and dress superior, quick on the uptake and satisfactory for officer training. Comes

of one of Manitoba's outstanding families, nephew of former Lieutenant-Governor McGregor."

Attended No.2 ITS, 29 November to 23 December 1940. Courses in Mathematics (84/100), Armament, practical and oral (75/100), Drill (90/100), Law and Discipline (87/100) and Link (Pass). Placed second in a class of 201. "Very good type and material. Second Lieutenant's course, Manitoba Rangers six years. Canadian with B.Sc., University of North Dakota. Second in class. Possible officer material."

Attended No.15 EFTS, 4 January to 21 February 1941. Tiger Moth aircraft (27.15 dual, 23.15 solo, five hours in Link). "Flying ability not impressive, considered slightly below average. Very willing and ambitious. Conduct good." (A.R. Mills, Chief Flying Instructor). Courses and marks as follows: Airmanship (168/200); Airframes (176/200); Aero Engines (180/200); Signals (47.5/50); Theory of Flight (78/100); Air Navigation (138/200); Armament, Oral (164/200). Graded 140/200 in Qualities as NCO. Placed tenth in a class of 25. "Active, pleasure loving, capable."

Attended No.10 SFTS, 5 March to 28 May 1941. Harvard aircraft - 51.05 day dual, 39.30 day solo, 4.00 night dual, 4.30 night solo. Was 25.15 on instruments and logged nine hours in Link. "This pilot is washed out on instrument flying and general aerobatics. He cannot maintain steady height or airspeed. He seems to stare at one or two instruments and forget the rest. I believe that he is tensing on the controls. His aerobatics are done much too fast and without looking around. I consider him a poor prospect for instrument flying. Link below average" (F/L W.J. Walstead, 22 May 1941). Ground courses in Airmanship and Maintenance (162/200), Armament, written (71.5/100), Armament, practical (87/100), Navigation and Meteorology (154/200), Signals,, written (81/100) and Signals, practical (45/50). "Outspoken and aggressive, recommended for Commission." Recommended that he remuster for Air Observer.

Attended No.2 AOS, 4 August 1941 to uncertain date. Flew in Ansons - 10.15 as first navigator by day, 12.15 as second navigator by day. "Keen to be a pilot. Good air sense." Ground school marks poor - DR Plotting (46/150), Compasses and Instruments (87/150), Mathematics (37/100), Maps and Charts (40/100), Meteorology (82/100), Photography (75/100). "Very weak in Math plotting. Very careless and weak." Also "Keen on air work. Recommended for Air Crew other than Observer."

In trying to requalify for pilot, he attended the Conversion Training School at Rockcliffe where he flew Harvards (14.35 dual, 5.05 solo) and Battle aircraft (1.45 dual, 6.30 solo). Described as

“An average pilot. Instruments have improved considerably. Should be all right at a Bombing and Gunnery School.” (F/L G.D. Clarke, 12 April 1942). Qualified for wings, 18 April 1942.

Course at No.107 OTU was 28 October to 16 December 1944. Dakota aircraft - 37.30 day, 17.00 night and six hours in Link. Graded 480/600 in Applied Flying and 31/50 in Link. Ground examinations in Airmanship (210/300), Armament (260/300), Meteorology (75/100), Navigation (150/200) and Signals (86/100). “Of average ability at first, but showed improvement later in the course.” (W/C T.A. Jefferson).

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McGREGOR, F/O Walter Kenneth (J16889) - **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 in Port Arthur, Ontario, 20 December 1919; home there; enlisted there 24 October 1940. To No.1 ANS, 28 November 1940. To No.2 ITS, 23 December 1940; graduated and promoted LAC, 27 January 1941; posted that date to No.2 EFTS; ceased training 21 February 1941 and posted to No.2 Manning Depot; to No.3 AOS, 31 March 1941; to No.2 BGS, 23 June 1941; graduated and promoted Sergeant, 4 August 1941; to Embarkation Depot, 16 September 1941; to RAF overseas, 6 October 1941. Commissioned 8 December 1942. Promoted Flying Officer, 8 June 1943. Later with No.692 Squadron with which he was taken prisoner, 27/28 August 1944. Promoted Flight Lieutenant, 8 December 1944. Repatriated 7 July 1945; to No.8 Equipment Depot, 20 July 1945; to No.5 Release Centre, 21 September 1945; retired 1 October 1945. DFC sent by registered mail, 11 March 1949. The crash at sea was 1 October 1943; for details see entry for Gerald Bernard Leddy.

This officer has completed a large number of operations in three theatres of war, having participated in torpedo bombing attacks from North Russia and sorties against targets in Germany, Italy and North Africa. An excellent navigator, he has shown outstanding coolness, courage and devotion to duty in the face of danger. Despite two crash landings, one in the desert and one on the sea, Flying Officer McGregor's enthusiasm for operational flying remains undiminished.

The website “Lost Bombers” has the following on his being captured. Mosquito ML965, No.692 Squadron, target Mannheim, 27/28 August 1944. This was one of two No.692 Squadron Mosquitoes lost on this operation; the other was MM138. Cause of loss and crash-site not established. F/O S.G.A. Warner (killed), F/O W.K.McGregor, DFC, RCAF captured and held in

Camp L1, POW No.5389.

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McGUFFIN, S/L William Chester (J15712) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 3 April 1915 in London, Ontario; home in Calgary. Salesman and Department Manager with T. Eaton Company, 1935-1940. Formerly in 17th and 8th Field Ambulance, Royal Canadian Army Medical Corps (Non-Permanent Active Militia), 1929 to 1940. Obtained Private Pilots License 3663, 31 July 1940. Enlisted in Calgary, 19 December 1940 and posted to No.2 Manning Depot, Brandon. To No.37 SFTS, Penhold (guard duty), 27 January 1941. To No.2 ITS, Regina, 17 March 1941; graduated and promoted LAC, 9 April 1941; to No.5 EFTS, Lethbridge, 10 April 1941; graduated 28 May 1941 and posted directly to No.10 SFTS, Dauphin; graduated and promoted Sergeant, 8 August 1941; to "Y" Depot, 10 August 1941. Embarked for United Kingdom, 28 September 1941, arriving October 1941. Taken on strength of No.3 PRC, Bournemouth, 13 October 1941. Attached to No.13 Beam Approach Training Flight, date uncertain to 4 November 1941; to No.12 OTU, 5 November 1941. To No.156 Squadron, 28 February 1942. Promoted Flight Sergeant, 1 March 1942. To No.419 Squadron, 20 March 1942. Commissioned 13 July 1942. To No.22 OTU as instructor, 18 September 1942; this included a preliminary CFS-standard course at Hullavington, 18 November to 23 December 1942. Promoted Flying Officer, 12 January 1943. Promoted Flight Lieutenant, 28 April 1943. Detached to Headquarters, No.6 Group, 6 May 1943 but returned to No.22 OTU. Took Engine Handling Course, Bristol, 16-23 May 1943. Attended School of Air Sea Rescue, 20 June to 3 July 1943. Posted to No.23 OTU, 14 January 1944. Embarked to Canada for special leave (illness in family), 11 March 1944, arriving Halifax 16 March 1944. Embarked from Canada, 24 May 1944, arriving in Britain 2 June 1944. Attended No.6 Group Battle School, 24 June to 1 July 1944. Attached to No.1664 Conversion Unit, 1 July to 6 August 1944. To No.419 Squadron, 6 August 1944. Promoted Squadron Leader, 21 August 1944. Killed in action 23/24 October 1944. RCAF photo PL-33731 (ex UK-15624) is of him alone. RCAF photo PL-33732 (ex UK-15625, 6 October 1944) with bombs he had promised to release on behalf of an Ottawa family with whom he had stayed while on leave in Canada. DFC presented to next-of-kin, 17 April 1947.

One night in August 1944, Squadron Leader McGuffin was detailed as captain of aircraft to attack Bremen. On approaching the target his aircraft was hit by anti-aircraft fire and severely damaged. The oxygen economizer and the hydraulic and intercommunication systems were rendered unserviceable. In spite of this, Squadron Leader McGuffin pressed home his attack. His aircraft was again hit before leaving the target but he flew it safely to base. Squadron Leader McGuffin

is a most efficient and gallant captain.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has recommendation by W/C D.C. Hagerman dated 3 September 1944 when he had flown 36 sorties (171 hours 55 minutes) as follows:

Flight Lieutenant McGuffin has completed a tour of night operations against the enemy and is presently on his second operational tour.

On the night of 18th August 1944 he was detailed as Captain of Aircraft to attack Bremen. On approaching the target his aircraft was hit by flak and severely damaged, the hydraulics oxygen economiser and inter-com being rendered unserviceable. In spite of this Flight Lieutenant McGuffin pressed home his attack and bombed the target successfully but was again hit by flak and his aircraft badly riddled. As the oxygen supply was completely unserviceable, he dropped to 14,000 feet on the journey back over enemy occupied territory and, when over the sea, to 10,000 feet.

The high state of efficiency and the confidence of the crew in Flight Lieutenant McGuffin were directly responsible for the success of this operation. I consider Flight Lieutenant McGuffin 's courage, devotion to duty and efficiency as Captain merit the immediate award of the DFC.

His first tour was on Wellingtons; the second was on Lancasters. The sortie list for both tours was as follows;

- 8 April 1942 - Hamburg (6.30, second pilot)
- 12 April 1942 - Le Havre (4.00, second pilot)
- 13 April 1942 - Boulogne (3.45, second pilot)
- 24 April 1942 - Dunkitque (2.00, second pilot)
- 26 April 1942 - Heligoland (2.45, second pilot)
- 29 April 1942 - Heligoland, Gardening (5.30, second pilot)

2 May 1942 - La Rochelle, Gardening (6.10, second pilot)
6 May 1942 - Nantes (7.10, second pilot)
29 May 1942 - Cherbourg (4.25, captain from this time forward)
1 June 1942 - Essen (4.40)
2 June 1942 - St. Nazaire, Gardening (6.30)
4 June 1942 - Dieppe (4.00)
6 June 1942 - Emden (4.40)
16 June 1942 - Essen (3.55)
19 June 1942 - Emden (4.00)
21 June 1942 - Frisians, Gardening (3.35)
22 June 1942 - Emden (4.05)
25 June 1942 - Bremen (5.00)
27 June 1942 - Bremen (4.30)
29 June 1942 - Bremen (4.40)
2 July 1942 - Bremen (4.30)
13 July 1942 - Duisburg (3.55)
21 July 1942 - Duisburg (3.50)
23 July 1942 - Duisburg (3.25)
25 July 1942 - Duisburg (4.00)
28 July 1942 - Hamburg (3.40)
29 July 1942 - Saarbrücken (4.30)
31 July 1942 - Düsseldorf (4.50)
6 August 1942 - Duisburg (2.30)
9 August 1942 - Osnabrück (4.00)
1 September 1942 - Saarbrücken (6.30)

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15 August 1944 - Soesterburg (3.40)

16 August 1944 - Stettin (8.45)

18 August 1944 - Bremen (6.20)

27 August 1944 - Minoyecques, daylight (4.10)

28 August 1944 - Stettin (9.30)

McGUFFIN, S/L William Chester DFC (J15712) - **Croix de Guerre with Gold Star (France)** - No.419 Squadron (deceased) - AFRO 485/47 dated 12 September 1947. No citation. News of award communicated to his parents, 30 August 1947, at which time it was noted that the award was "for his invaluable service towards the liberation of France in the recent war." External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Flight Lieutenant McGuffin completed an operational tour flying heavy bombers. When nearing completion of his second tour this intrepid flyer was killed when on a bombing sortie during the campaign for the liberation of France.

NOTES: On 25 January 1942 he damaged Wellington DV436 at No.12 OTU, Chipping Warden. As of that moment he had flown 9.30 (solo day) and 14.15 (solo night) on type. Returning from night cross-country he made a normal approach to land. While holding off, a strong gust of wind lifted the port wing causing starboard wing to touch the ground. He righted aircraft and landed safely. "Pilot not considered at fault. The wind was gusting on the night in question and flying conditions were bumpy near the ground. It is considered that the pilot was too near the ground to be able to correct the effects of the gust in time."

Following his first tour with No.419 Squadron he claimed 31 sorties (250 operational hours) from March to August 1942 (application for Operational Wing, 29 February 1944).

On 29 December 1942, at No.22 OTU, Wellesbourne, damaged Wellington III, HF807, on non-operational night flight. At the time he had flown 576 hours overseas on all types, 413 hours on Wellington. Also aboard were R128599 Sergeant G.A. Anderson (pilot) and R140357 Sergeant

H.A. Jackson (air gunner); no injuries. "While instructing pupil [Anderson] on normal night approach and landing found him undershooting badly about 150 yards off end of runway. As we were losing height I immediately took over, pulled nose up and opened throttles fully. On reaching flare path, throttled back to make a landing. Aircraft touched down, bounced once and seemed to float for unusually long time at such a low air speed. As it settled down, I applied full brake and overshot. Aircraft skidded over soft ground where port wheel hit ditch and collapsed." Assessment of the accident put surprising amount of blame on McGuffin: "I consider the screened instructor to blame, in that he allowed the aircraft to get too low before taking over and touched down on the runway with the speed of the aircraft too high. Recommend log book endorsement of 'Gross Carelessness'."

Assessed 24 January 1944 at No.22 OTU: "This officer is a good worker and has proved himself an efficient instructor. In the matter of games he does not display much interest. Can usually depend on his loyalty but is occasionally inclined to lapse in his standard of behavior out of working hours. He ran a very good Airmanship Section during his time with this unit." To this, G/C J.B. Tait added, "This officer has been lacking in the standard of behaviour and self-discipline expected. His work while on duty has been very satisfactory."

Assessed by S/L C.P. Potter, 27 February 1944 on leaving No.23 OTU: "Slightly above average, keen, reliable and has had a lot of experience in OTU and operational work." To this, W/C G.A. Roy added, "He has done extremely good work on this station. Good administrative ability."

Course at No.1664 Conversion Unit is explained in great detail and bears description. It consisted of the following exercises:

1. Familiarisation.
2. Dual - circuits and landing (carried out on 18 July, one hour 35 minutes dual, with F/O K.O. Fry. "Flying generally fairly good. Take-offs O.K. initially but climbs aircraft too sharply. Circuit fair, not sure where to select undercarriage down. Room for improvement of approaches. Throttles off too late. Cockpit drill poor.")
3. Dual, C and L, Overshoot procedure.
4. Dual, 3-engine flying, to include one demonstration landing and at least one landing by the pupil at the controls before going solo.
5. Solo, C and L. (Exercises 3, 4 and 5 carried out on 19 July 1944 involving two hours

15 minutes dual with F/O Fry and 45 minutes solo; “Still very hazy about procedure generally. Taxying poor, does not correct enough. Take offs still too sharp. A climb airspeed wants more attention Three-engine procedure poor.”).

6. Dual check including overshoot procedure.

7. Solo, C and L, three-engine flying.

8. Solo, C and L, Central flying. S.B.A. [Standard Beam Approach] practice.(Exercises 6, 7 and 8 were carried out with F/O Fry on 20 July - one hour dual and two hours solo; “Still needs three-engine practice. Not enough attention paid to airspeed and cockpit drill”).

9. Dual - three-engine landings and overshoots; two-engine flying. (Exercises 8 and 9 carried out on 21 July; one hour 35 minutes dual and one hour 30 minutes solo).

10. Solo, complete crew. Bombing, W/T practice, Gee and map reading.

11. Solo, complete crew. Air to air firing, General Flying. (Carried out on 23 July; three hours 30 minutes flown).

12. Dual, complete crew - Fighter affiliation.

13. Solo, complete crew - Fighter affiliation, three-engine flying, S.B.A. (Exercises 12 and 13 were flown on 28 July - out of normal sequence - 50 minutes day dual and one hour 20 minutes day solo).

14. Solo, complete crew - Bombing, S.B.A. practice (carried out on 24 July; three hours 15 minutes flown.)

15. Dual, night C and L to be completed in two nights with a check dual on second night prior to solo.

16. Solo, night C and L. (Exercises 15 and 16 carried out on 27 July under supervision of a F/O Grey; two hours 40 minutes night dual, two hours 20 minutes night solo).

17. Solo, complete crew. Day cross-country.(Exercise 17 flown on 28 July, six hours 55 minutes. Another Exercise 17 flown on 4 August using H2S - six hours flown).

18. Solo, complete crew. Night cross-country, night bombing. (Exercise 18 flown on 31 July, five hours solo at night).

19. Solo, complete crew. Night cross-country.

In addition, he flew an H2S exercise on 30 July 1944 (two hours solo by day). Total flying was

thus 7.15 day dual, 19.20 day solo, 2.40 night dual and 14.15 night solo for a total of 43 hours 30 minutes.

The HCU course also incorporated a special H2S training portion, conducted with McGuffin, F/O R.O. Molloy (navigator) and F/O J. Futoranski (air bomber). This lasted 16-21 July 1944. Ground portion included "Bench Work"(six hours) and "Synthetic Trainer" (six hours 30 minutes); exercises were ten blind bombing runs and six homings. The air work involved 12 hours 40 minutes (which seems to be in addition to the summary given above); it involved two blind bombing runs and three homings. The instructor was a F/L C. Hancock who wrote, "Above average" and "Should do well, showed big improvement at this unit." Under the heading of "Further Training Required" he wrote, "Air practice in blind bombing and mining procedure."

In a separate assessment, F/O Molloy (navigator) was assessed by F/L W.D. Renton, DFC as "An average navigator. Has shown great improvement during the course." Assessed in D.R. Navigation, Log Keeping, Calculations (speed and accuracy), use of aids (D.R. compass, A.P.I., GEE, H2S), and navigation in several categories (climb and descent, level flight, track keeping and timing).

A form dated 21 July 1944 (signed by P/O F.S. Finner, "Night Vision Officer") also gave times of instruction in night vision plus marks. The five aircrew members given such training were McGuffin (four hours 30 minutes, marked 24/40), air bomber Futoranski (17 hours 30 minutes, 40/40), flight engineer Mallabone (11 hours 30 minutes, 28/40), Mid-Upper Gunner Sergeant Neville (17 hours 30 minutes, 40/40), and Rear Gunner Sergeant Neufeld (17 hours 30 minutes, 36/40).

Report from No.419 Squadron, 28 December 1944 following his loss stated he had flown 44 sorties and 258 operational hours (13 sorties and 77 hours 55 minutes in most recent tour.

The website "Lost Bombers" provides the following on his final sortie. Lancaster KB776, No.419 Squadron (VR-F), target Essen, 23/24 October 1944. KB776 was delivered to No.419 Squadron in August 1944. It took part in the following operations: Stettin, 16/17 August 1944; Russelsheim, 25/26 August 1944; Stettin, 29/30 August 1944; Bochum, 9/10 October 1944; Essen, 23/24 October 1944 (lost). When lost this aircraft had a total of 164 hours. Airborne at 1613 hours, 23 October 1944 from Middleton St. George. Crew (all killed) were S/L W.C. McGuffin, DFC, RCAF, Sergeant J. Mallabone, F/O R. Molloy, RCAF, F/O J. Futoranski, RCAF, Flight Sergeant R.C. Schlievert, RCAF, Flight Sergeant R.T. Neville, RCAF, Flight

Sergeant E.Neufeld, RCAF.

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McGUINTY, FS (now P/O) William Lorrian (R54212/C19322) - **Medal of Valour (Soviet Union)** - No.210 Squadron - Award effective 11 April 1944 as per **London Gazette** of that date and AFRO 1020/44 dated 12 May 1944. Born in Sault Ste. Marie, Ontario, 28 October 1907. Educated at Public Schools in Halifax and St. Mary's College, Halifax. Garage mechanic, 1922-1929; CNR bridge construction, 1929-1933; various building and construction jobs, 1933-1940. Home in Tottenham, Ontario; enlisted in Ottawa, 25 July 1940 as Aero Engine Mechanic. To St. Thomas, 28 August 1940. Promoted AC1, 13 January 1941. To No.7 SFTS, 15 January 1941. Promoted LAC, 1 July 1941. To "Y" Depot, 19 January 1942. To RAF overseas, 9 February 1942. To No.416 Squadron, 3 March 1942. Promoted Corporal, 1 July 1942. To No.4 School of Technical Training, 15 August 1942. Reclassified as Flight Engineer and promoted Sergeant, 7 October 1942. To No.10 Air Gunnery School, 12 October 1943. To No.4 (Coastal) OTU, 18 November 1942. Promoted Flight Sergeant, 7 April 1943. To No.302 FIU (whatever that is), 6 May 1943. To No.190 Squadron, 2 June 1943. Proceeded with that unit to Sollum Voe, 22 June 1943. Commissioned 13 November 1943. To No.210 Squadron, 1 January 1944. Promoted Flying Officer, 13 May 1944. To No.131 (Coastal) OTU, 2 January 1945. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To No.14 SFTS, 27 June 1945. To No.662 Wing, Tiger Force, 8 August 1945. To Greenwood, 13 October 1945. To No.4 Release Centre, 14 December 1945. Retired 28 December 1945. Medal presented 6 September 1944. Public Records Office Air 2/4798 has details. This was part of an issuance of Soviet awards to approximately 50 RAF personnel including the "Order of Alexander Nevsky" and "Order of the Red Star" The Medal of Valour (or Medal for Valour) was described as being for "men, officers and Chiefs in the Red Army and Navy, for personal bravery and courage in the battles against the enemies of the Soviet Union on the field of battle defending the inviolability of the State borders, or fighting against saboteurs, spies and other enemies of the Soviet Union." McGuinty's medal is with the Canadian War Museum. Recommended by Coastal Command; citation gives unit as No.190 Squadron (with which unit he was with at the time).

Flight Sergeant McGuinty, a skilful and determined flight engineer, has participated in many hazardous flights over Arctic waters in connection with the protection of Russian convoys. His work, whilst in Russia, was largely responsible for the high standard of serviceability of the aircraft.

Notes: On repatriation form dated 2 May 1945 he stated he had flown 650 operational hours and

130 non-operational hours on Catalina aircraft. Memo dated 4 December 1944 states he had flown on 40 operational sorties (586 hours), 2 June 1943 to 1 December 1944.

Assessments: "This NCO shows all round interest in his crew and has made himself most proficient in his own work. Further he makes every effort to obtain a sound general knowledge of the other work in his aircraft." (Signature looks like "S/L Thomas", No.190 Squadron, 1 October 1943 when he had flown 240 operational hours, all in past six months).

"This officer worked well in the air. He has acted as Deputy Engineer Leader for the Squadron, which he has carried out in a satisfactory manner except that he is lacking in administrative knowledge." (S/L McKiel, No.210 Squadron, 29 October 1944, noting he had flown 586 hours (243.30 in previous six months).

"A good Flight Engineer who has no outstanding qualities but who carried out his duties satisfactorily and conscientiously." (W/C R.W. Whittome, No.210 Squadron, 5 January 1945, noting he had flown 741 hours five minutes (123.45 in past six months). To this is added the following note: "A cheerful little personality and always ready to help in any direction. A competent Flight Engineer." (G/C G.F. Humphries, 7 January 1945).

"An officer who carried out normal duties satisfactorily without displaying much enthusiasm or initiative," (S/L J. Finch, No.131 OTU, 14 May 1945, noting he had flown 950 hours (20 in previous six months). To this the following is added - "This officer showed great enthusiasm to get back to operations but little on this unit. His speech and manner go against him and whilst he is strongly dependable his intelligence is limited," (W/C J. Barraclough, 14 May 1945).

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McGUIRE, F/L John Sinclair (J37482) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 28 May 1916 in London, Ontario; home in Toronto; enlisted in Windsor, Ontario, 25 November 1940 and posted to No.2 Manning Depot. To No.2 ITS, 8 August 1941; there is nothing to explain why it took so long to be sent there; graduated and promoted LAC, 24 September 1941 when posted to No.2 EFTS; graduated 21 November 1941 when posted to No.2 SFTS; graduated and promoted Sergeant, 13 March 1942. To "Y" Depot, 14 March 1942; posting changed and sent to No.14 (Fighter) Squadron, 9 April 1942. To Sea Island, 30 June 1942. To Rockcliffe, 14 August 1942. Promoted Flight Sergeant, 13

September 1942. To No.4 BGS, 16 November 1942. Commissioned 25 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Promoted Flying Officer, 25 April 1944. Promoted Flight Lieutenant, date uncertain. Repatriated 14 May 1945. Retired 30 June 1945. DFC presented in Toronto, 30 November 1949. Died in Oakville, Ontario, 9 November 1988. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 5 May 1945 when he had flown 33 sorties (210 hours) between 16 November 1944 and 18 March 1945. This constituted very intense work; in one stretch he flew three sorties on successive nights - 28 December (Opladen), 29 December (Trois Dorf) and 30 December (Cologne) while on another stretch he flew on five successive nights - 11 March (Essen), 12 March (Dortmund), 13 March (Wuppertal), 14 March (Scheiubrucken) and 15 March (Castrop Rauxel).

As captain of aircraft, Flight Lieutenant McGuire has taken part in a very large number of sorties during which he has successfully attacked such targets as Hamburg, Castrop Rauxel, Cologne, Hanover and Dusseldorf. He has displayed skill and courage of a high order whilst his unconquerable spirit of determination and contempt for danger have been a notable feature of his efforts throughout. Flight Lieutenant McGuire has rendered valuable service.

The full sortie list was as follows:

16 November 1944 - Julich (4.50, second pilot)
21 November 1944 - Castrop Rauxel (7.00)
27 November 1944 - Neusse (5.40)
30 November 1944 - Duisburg (6.40)
2 December 1944 - Hagen (6.45)
5 December 1944 - Soest (6.00)
6 December 1944 - Osnabruck (5.40)
24 December 1944 - Dusseldorf (4.20)
28 December 1944 - Opladen (5.45)

29 December 1944 - Trois Dorf (6.30)
30 December 1944 - Cologne (6.30)
2 January 1945 - Ludwigshaven (7.05)
5 January 1945 - Hanover (6.00)
6 January 1945 - Hanau (5.45)
13 January 1945 - Saarbrucken (6.45)
14 January 1945 - Grevenbruich (5.50)
16 January 1945 - Magdeburg (6.55)
20 February 1945 - Monheim (7.20)
21 February 1945 - Worms (7.40)
23 February 1945 - Essen (6.20)
24 February 1945 - Kamen (6.10)
27 February 1945 - Mainz (6.55)
1 March 1945 - Mannheim (6.45)
2 March 1945 - Cologne (5.45)
5 March 1945 - Chemnitz (8.10)
7 March 1945 - Hemmingstadt (6.40)
8 March 1945 - Hamburg (6.25)
11 March 1945 - Essen (5.50)
12 March 1945 - Dortmund (6.25)
13 March 1945 - Wuppertal (6.00)
14 March 1945 - Schneibrucken (7.10 - spelling suspect)
15 March 1945 - Castrop Rauxel (6.35)
18 March 1945 - Witten (5.50)

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McGUIRE, F/O Lorne Francis (J89084) - **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 1922 in Montreal; home there (student, ex-COTC); enlisted there 30 June 1942. Trained at No.5 ITS (graduated 30 December 1942), No.23 EFTS (graduated 2 April 1943) and No.14 SFTS (graduated 6 August 1943). Commissioned July 1944. Remained in postwar RCAF (110152); to Gimli, 10 March 1951; to No.1 (Fighter) OTU, Chatham, 14 April 1951; to No.401 (Auxiliary) Squadron, 7 July 1951; to No.1 (Fighter) OTU again,, 18 April 1954. To No.2 (Fighter) Wing, Zweibrucken, 7 September 1954. To Ottawa, 20 April 1957. Retired 2 November 1963 to live in Beloil. Died in St. Jovite, Quebec, 4 June 2002 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2002. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) had recommendation dated 17 February 1945 when he had flown 32 sorties (186 hours 50 minutes), 25 August 1944 to 28 January 1945.

This officer has completed thirty-two successful operational sorties over enemy territory. During this tour he has proved to be a most valuable member of his squadron. His fine record of achievement, exceptional qualities of leadership and coolness have set a fine example to his crew.

For his devotion to duty and high degree of ability Flying Officer McGuire is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

25 August 1944 - Brest (4.50, day, second pilot)

3 September 1944 - Volkel (4.00, day)

6 September 1944 - Emden (4.05, day)

9 September 1944 - Le Havre (4.20, day)

10 September 1944 - Le Havre (4.15, day)

25 September 1944 - Calais (4.35, day)
26 September 1944 - Calais (3.40, day)
27 September 1944 - Bottrop (5.30, day)
28 September 1944 - Cap Gris Nez (4.05, day)
30 September 1944 - Sterkrade (5.15, day)
6 October 1944 - Dortmund (5.30)
9 October 1944 - Bochum (2.40, day, duty not carried out)
12 October 1944 - Wanne Eickel (5.10, day)
14 October 1944 - Duisburg (5.15, day)
15 October 1944 - Wilhelmshaven (4.40)
23 October 1944 - Essen (4.10)
16 November 1944 - Julich (5.15, day)
18 November 1944 - Munster (5.50, day)
21 November 1944 - Castrop Rauxel (6.15)
27 November 1944 - Neuss (5.40)
30 November 1944 - Duisburg (6.15)
2 December 1944 - Hagen (6.55)
6 December 1944 - Osnabruck (6.20, day)
24 December 1944 - Dusseldorf (4.50, day)
28 December 1944 - Opladen (5.50)
29 December 1944 - Trois Dorf (7.25, day)
30 December 1944 - Cologne (6.45, day)
2 January 1945 - Ludwigshaven (6.55, day)
5 January 1945 - Hanover (5.45, day)
6 January 1945 - Hanau (7.15, day)

13 January 1945 - Saarbrucken (7.25)
14 January 1945 - Grevenbroich (6.20, day)
16 January 1945 - Magdeburg (6.20)
28 January 1945 - Stuttgart (7.10)

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McGUIRE, F/O Louis James (J92110) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 8 September 1945 as per London Gazette dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 27 March 1925 in Maidstone, Ontario; home in Windsor (welder); enlisted there 8 June 1943 and posted to No.1 Manning Depot. To No.23 Pre-Aircrew Education Detachment, 27 June 1943. To No.1 Air Gunner Ground Training School, 20 August 1943. Graduated and promoted LAC, 2 October 1943 when posted to No.9 BGS; graduated and promoted Sergeant, 12 November 1943. To "Y" Depot, 26 November 1943. Taken on strength of No.3 PRC, 13 December 1943. Commissioned 13 October 1944. Promoted Flying Officer, 13 April 1945. Repatriated 21 January 1946. Retired 22 February 1946. Granted short service commission, 21 December 1951 (47241) in Ground Observer Corps; retired 20 December 1957. Award presented 14 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8751 has recommendation dated 15 April 1945 when he had flown 43 sorties (210 hours five minutes), 16 July 1944 to 10 April 1945. Early squadron not known; sorties from 5 September 1944 onwards with No.7 Squadron in No.8 Group.

16 July 1944 - Chalons sur Marne (6.45)
18 July 1944 - Caen (3.35)
18 July 1944 - Aulnoye (4.00)
20 July 1944 - Homberg (4.35)
23 July 1944 - Kiel (5.00)
24 July 1944 - Stuttgart (7.30)
30 July 1944 - Acquet (4.10)

1 August 1944 - Coulonsville (3.35)
3 August 1944 - Paris (4.50)
4 August 1944 - Bordeaux (7.35)
5 September 1944 - Emden (3.50)
11 September 1944 - Kamen (3.35)
13 September 1944 - Nordstern (3.55)
15 September 1944 - Kiel (5.20)
20 September 1944 - Calais (2.15)
27 September 1944 - Bottrop (3.20)
30 September 1944 - Bottrop (3.20)
14 October 1944 - Duisburg (3.30)
15 October 1944 - Wilhelmshaven (4.30)
19 October 1944 - Stuttgart (5.30)
25 October 1944 - Essen (3.20)
1 November 1944 - Oberhausen (4.45)
20 November 1944 - Coblenz (4.40)
21 November 1944 - Aschaffenburg (5.20)
27 November 1944 - Freiburg (5.30)
29 November 1944 - Dortmund (3.50)
5 December 1944 - Soest (5.25)
6 December 1944 - Leuna (6.50)
12 December 1944 - Essen (5.00)
22 December 1944 - Coblenz (2.45)
2 January 1945 - Nuremburg (7.00)
13 January 1945 - Saarbrucken (4.40)

14 January 1945 - Leuna (8.05)
28 January 1945 - Stuttgart (6.00)
1 February 1945 - Mannheim (5.30)
2 February 1945 - Kamen (4.40)
20 March 1945 - Recklinghausen (4.30)
21 March 1945 - Rheine (3.55)
22 March 1945 - Hildesheim (4.20)
3 April 1945 - Nordhausen (5.40)
4 April 1945 - Hamburg (4.50)
9 April 1945 - Kiel (5.10)
10 April 1945 - Plauen (7.40)

This officer has now carried out 43 operational sorties, of which 33 have been with this squadron, in the Pathfinder Force, and of these 25 as a member of a Marker Crew.

Pilot Officer McGuire has always displayed a strong devotion to duty, cheerfulness and utter fearlessness in the face of danger. His great determination and endurance under the most trying circumstances are worthy of the highest praise.

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McHARDY, F/O Ian Morrison (J93213; name also rendered as John Morrison McHardy) - **Distinguished Flying Cross** - No.15 Squadron - Award effective 23 November 1945 as per **London Gazette** of 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born in Edmonton, 3 December 1921; home in Oakland, California (welder); enlisted in Vancouver, 2 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, 16 April 1943; posted next day to No.6 EFTS; graduated 12 June 1943 when posted to No.10

SFTS; graduated and promoted Sergeant, 1 October 1943. To "Y" Depot, 16 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Commissioned 11 December 1944. Repatriated at uncertain date; promoted Flying Officer, 11 June 1945; to No.8 OTU, 19 June 1945. Date of release uncertain. Commissioned in RCAF as "Special Pilot", 24 September 1950 (42638); reclassified in Personnel Branch, 1 April 1954. Sent by registered mail, 22 March 1950.

Flying Officer McHardy has completed a very successful tour against targets such as Chemnitz, Dresden, Dressau, Dortmund, Gelsenkirchen and Wesel. In December 1944, when detailed to attack Whitten, his aircraft was hit by anti-aircraft fire. The mid-upper turret was rendered unserviceable and minor damage was caused to the fuselage. Nevertheless the flight was continued and the target was successfully bombed. On another occasion the bombsight was damaged by anti-aircraft fire and again Flying Officer McHardy completed his mission. A very keen and courageous pilot, his skill and devotion to duty have been worthy of the highest praise.

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McHARG, Sergeant William Dwight (Can 4609) - **Mention in Despatches** - No.419 Squadron (AFRO gives unit as No.64 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 3 December 1917. Enlisted 15 September 1939 as Aero Engine Mechanic. To No.120 (BR) Squadron, 15 December 1939. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 1 November 1940. To No.7 SFTS, 27 November 1940. To "Y" Depot, 12 April 1942. To RAF overseas, 30 April 1942. Promoted Sergeant, 1 July 1942. Repatriated via Debert, 23 July 1945. To No.2 Air Command, 6 September 1945. To No.10 Repair Depot, 8 September 1945. To Technical Training School, 7 February 1946. Reverted to Corporal, 1 October 1946; promoted Sergeant, 1 April 1950; promoted Flight Sergeant, 1 April 1953. Reclassified in Armament Trade, 1 October 1953. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation for an MiD dated 14 July 1944 submitted by W/C W.P. Pleasance, CO of No.419 Squadron, confirming he had served 32 months in Canada, 26 months in England. Described as Armourer (Bombs) although he remained formally an Aero Engine Mechanic at the time.

Sergeant McHarg joined the squadron on 11th June 1942 and has since then consistently shown very aggressive initiative in his duties. He has worked hard and long hours under all types of adverse weather conditions in his endeavours to maintain an outstanding serviceability record.

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McHUGH, Sergeant Gerald Finnarr (R54884) - **Mention in Despatches** - No.149 Squadron (deceased) - **Mention in Despatches** - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born in Dublin, Ireland, 19 July 1912. Switchboard operator. Enlisted in Montreal, 10 April 1940 for General Duties. At No.1 Manning Depot, Toronto, 12 April to 25 May 1940; at No.1 Wireless School, Montreal, 25 May to 22 December 1940 (promoted LAC, 25 June 1940). At No.1 Manning Depot again, 23 December 1940 to 17 March 1941. Attended No.4 BGS, Fingal, 18 March to 25 April 1941 (promoted

Sergeant on 14 April 1941). To "M" Depot, Debert, 25 April 1941; to RAF Trainees Pool, 29 May 1941; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 29 June 1941. To No.10 OTU, 7 July 1941; to No.58 Squadron, 16 August 1941 where employed on General Reconnaissance duties. Wounded 22 June 1942 (gunfire, scalp wound, engagement with enemy aircraft). Hospitalized, 22 June to 10 July 1942. To No.149 Squadron, 12 August 1942. Killed in action 30 September 1942 (Stirling BF328); name on Runnymede Memorial.

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McILHONE, F/O Neil James (J87373) - **Distinguished Flying Cross** - No.60 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 25 January 1919. Home in Outremont; enlisted in Montreal, 3 July 1941 and posted to No.3 Manning Depot. To No.31 BGS as guard, 8 August 1941. To No.1 ITS, 13 September 1941; graduated and promoted LAC, 7 November 1941 when posted to No.14 EFTS; graduated 2 January 1942 when posted to No.1 SFTS; graduated and promoted Sergeant, 19 June 1942; to No.1 OTU, 12 July 1942; to "Y" Depot, 24 October 1942; to RAF overseas, 27 October 1942. Promoted Flight Sergeant, 19 December 1942. Promoted WO2, 19 June 1943. Commissioned 27 March 1944. Promoted Flying Officer, 27 September 1944. Posted from Station Ranchi to No.60 Squadron, 10 February 1945. Repatriated 26 September 1945. To No.2 Release Centre, 2 October 1945. Retired 2 November 1945. Rejoined as pilot on Short Service Commission, 13 August 1951 (45926); date of release uncertain. Died in Montreal, 1984. Presented by Governor General, 24 May 1946. RCAF photo PL-27847 (ex UK-15410 dated 29 September 1944) shows Canadians in Calcutta visiting the Jain Temple, "one of the most splendid temples in India and the finest in Calcutta." Left to right are J87373 P/O N.J. McIlhone (Windsor, Ontario), R106008 Corporal F.C. Holloway (Grahamsdale, Manitoba), R124328 Corporal Jim Hannah (Guelph, Ontario), J23407 F/O P.N. Higgins (Lethbridge, Alberta) and J86788 P/O D.E. Thompson (Venderhoof, British Columbia). RCAF photo PL-27848 (ex UK-23408) is same setting - Higgins, Thompson, McIlhone, Holloway, Hannah.

Flying Officer McIlhone has completed numerous operational missions in close support of the 14th Army during the campaign in Burma. His high standard of leadership, while acting as flight commander, has contributed materially to the success of many sorties. A large number of these were completed over difficult mountainous terrain in the Chin Hills during the height of the monsoon. This officer's enthusiasm and keenness have been a valuable asset to his squadron.

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McILQUHAM, FS Thomas Oswald (R67064) - **Distinguished Flying Medal** - No.102 Squadron - Award effective 14 July 1942 as per **London Gazette** dated 4 August 1942 and AFRO 1412/42 dated 4 September 1942. Born in Carleton Place, Ontario, 27 March 1911; home there (electrician); enlisted in Kingston, Ontario, 22 July 1940. To Rockcliffe, 20 August 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 22 October 1940 when posted to No.1 EFTS; to No.5 SFTS, 11 December 1940. Ceased pilot training, 20 January 1941 when posted to No.1 Manning Depot. To No.4 BGS, 17 March 1941. Graduated and promoted Sergeant, 14 April 1941. To Embarkation Depot, 14 April 1941. To RAF overseas, 29 May

1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 November 1942. Repatriated 23 January 1943. To AFHQ, 27 January 1943. To No.4 BGS, 18 March 1943 as instructor. Commissioned 4 August 1943 (J36489). To Mountain View, 20 August 1943. Promoted Flying Officer, 5 February 1944. To No.3 Release Centre, 11 October 1945. Retired 24 October 1945. Invested at Buckingham Palace, 10 November 1942. Employed postwar by Ontario Department of Highways. Drowned 21 January 1956 in Mississippi Lake while trying to save his son after truck went through ice. Numerous clippings in DHist biographical file describe his combats. His reaction to being awarded the DFM was, "It shook me", although he was equally pleased with telegram from mayor of Carleton Place, marking "the proudest moment of his life." On raid before the Bremen mission his helmet was torn open by a shard of flak; some days later he was diagnosed with concussion. Obituary story says he was known as "Lucky"; had once had his aircraft blow up, shearing away the rear turret; his 400-foot fall was broken by a haystack.

One night in May this airman was the rear gunner of an aircraft detailed to attack Cologne. His aircraft was attacked by a Focke Wulfe 190. Sergeant McIlquham waited until the fighter was within short range and then opened fire. Upon a second attack being made he fired a long burst which sent the enemy aircraft spinning to the ground. Later the same night Flight Sergeant McIlquham destroyed another Focke Wulfe 190. One night in June he was the rear gunner of a bomber detailed to attack Bremen. His aircraft was attacked by a Messerschmitt 109. He fired two bursts and the enemy aircraft broke away and fell out of control with the engine on fire. Flight Sergeant McInquham is a cool and skilful air gunner whose courage and determination are an inspiration to the squadron.

Recommendation drafted 3 July 1942 when he had flown 20 sorties (135 hours 35 minutes). Reproduced in Ian Tavender, **The Distinguished Flying Medal Register for the Second World War** (London, Savannah Publications, 2000), citing file Air 2/8468:

This Non-Commissioned Officer has completed 20 operational sorties as Air Gunner over enemy occupied territory. He is an Air Gunner of outstanding merit and has shown great coolness and courage in action against enemy night fighters. On the night of 30th May 1942, at 0137 hours while on a raid to Cologne at a height of 9,000 feet, the aircraft in which he was rear gunner was attacked by an FW.190. The enemy fighter was first seen at approximately 1,000 yards to port and 500 feet above. He informed the captain who took evasive action. The enemy fighter attacked and [he] waited until it was within 350 yards range and opened fire. The enemy aircraft fell away to starboard and again attacked from below astern. The enemy stalled and he immediately fired a long burst into its belly. The enemy aircraft was last seen by both gunners spinning to the ground. The same night at 0200 hours, another enemy fighter, an FW.190, was sighted about 800 yards astern and below; he waited until the enemy aircraft was within 350 yards range and opened fire and the engine was seen to glow and the enemy fighter fell away and was seen to explode as it hit the ground.

On the night of 29th June 1942, he was rear gunner of an aircraft detailed to attack

Bremen. An enemy aircraft, Me.109, was seen at approximately 800 yards to port; the enemy turned to attack, firing as he came into position. Flight Sergeant McIlquham fired a short burst and saw the tracer enter the wing of the enemy; he gave a further burst at 325 yards range and the enemy broke away and was seen to fall out of control into 10/10s cloud with the engine on fire. By his watchfulness, coolness and courage he has largely contributed to the operations being carried out successfully and the safe return of his aircraft and crew to Base. His example has been an inspiration to the rest of the squadron. I strongly recommend him for the immediate award of the Distinguished Flying Medal.

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McINNES, P/O Arthur Donald (J92682) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 3 November 1918 in Hamwell, England; home in Toronto (labourer); enlisted there, 5 November 1941. Granted Leave Without Pay until 14 December 1941 when posted to No.1 Manning Depot. To No.1 Equipment Depot (general duties), 18 January 1942. To No.2 WS, 23 May 1942; promoted LAC, 25 June 1942; graduated 7 January 1943 and posted next day to No.1 BGS; graduated and promoted Sergeant, 8 February 1943. To No.4 AOS, 11 February 1943. Promoted Flight Sergeant, 8 August 1943. To "Y" Depot, 3 November 1943; taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Commissioned 9 November 1944. Promoted Flying Officer, 9 May 1945. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To No.14 SFTS, 27 June 1945. To No.4 Release Centre, 7 September 1945. Retired 18 September 1945. Noted as having "Died after discharge", 30 June 1947 or earlier. Recommended 25 March 1945 when he had completed 34 sorties (195 hours 50 minutes) between 17 September 1944 and 27 February 1945; tour included two trips to Duisburg on 14 October 1944. The incident described below appears to have been on the night of 14/15 January 1945 during a raid on Grevenbroich when two blips appeared on Fishpond. One was identified as a Halifax. Then a third blip turned up on port beam, 400-600 yards distant. He warned of its presence just as it moved into Fishpond's blind spot. The enemy opened fire, scoring a hit on H2S which was rendered unserviceable. He called out evasive action, although aircraft hit again in starboard wing. DFC presented (presumably to next of kin), 1 December 1948.

This officer has always displayed outstanding zeal and courage in the execution of air operations. On one occasion in January 1945 his aircraft was attacked by an enemy fighter soon after leaving base. Pilot Officer McInnes' prompt commentary enabled his pilot to take immediate action to evade the attack, undoubtedly saving the aircraft from complete destruction. On a large number of other missions this officer has displayed outstanding determination and courage.

The original recommendation, found in DHH file 181.009 D.2618 (Library and Archives Canada RG.24 Volume 20627), drafted 25 March 1945 by W/C K.A. France, when he had flown 34 sorties (195 hours 50 minutes), was as follows:

17 September 1944 - Boulogne (3.55, day)

25 September 1944 - Calais (4.20, day)
26 September 1944 - Calais (3.20, day)
6 October 1944 - Dortmund (5.15)
9 October 1944 - Bochum (6.25)
12 October 1944 - Wanne Eickel (5.00, day)
14 October 1944 - Duisburg (5.35, day)
14 October 1944 - Duisburg (6.00)
23 October 1944 - Essen (4.45)
25 October 1944 - Homburg (1.30, duty not carried out)
28 October 1944 - Cologne (5.40, day)
30 October 1944 - Cologne (6.50)
1 November 1944 - Oberhausen (6.00)
2 November 1944 - Dusseldorf (6.00)
6 November 1944 - Gelsenkirchen (5.15, day)
21 November 1944 - Castrop Rauxel (6.05)
27 November 1944 - Neuss (6.00)
30 November 1944 - Duisburg (6.10)
2 December 1944 - Hagen (7.20)
6 December 1944 - Osnabruck (5.40, day)
18 December 1944 - Duisburg (6.30)
24 December 1944 - Dusseldorf (4.50, day)
28 December 1944 - Opladen (5.50)
29 December 1944 - Trois Dorf (6.15, day)
13 January 1945 - Saarbrucken (7.10)
14 January 1945 - Grevenbroich (6.15)
28 January 1945 - Stuttgart (7.10)
1 February 1945 - Mainz (6.50)
2 February 1945 - Wanne Eickel (5.37)
4 February 1945 - Osterfeld (1.23, day, duty not carried out)
8 February 1945 - Wanne Eickel (6.10)
17 February 1945 - Wesel (6.15)
23 February 1945 - Essen (5.50, day)
24 February 1945 - Kamen (6.10, day)
27 February 1945 - Mainz (6.30, day)

This officer has completed an operational tour of 34 sorties over enemy territory. He has always displayed outstanding zeal and cheerful cooperation in the performance of his duty.

On the night of 15th January 1945, just after leaving the target, two blips suddenly appeared on the Fishpond. One aircraft was identified as a friendly Halifax, while a third blip appeared on the port beam at 400 to 600 yards. As the Wireless Operator warned the crew of this aircraft it moved into the dead space of the

Fishpond and opened fire. A direct hit rendered the H2S unserviceable.

Immediately upon hearing Pilot Officer McInnes' commentary the pilot began a steep turn to port. The second cannon shell burst in the starboard wing. A check of the aircraft showed that the cannon fire came from below and slightly behind.

The prompt warning by the Wireless Operator saved the crew and aircraft from total destruction. For his outstanding example and operational ability Pilot Officer McInnes is strongly recommended for the award of the Distinguished Flying Cross, non-immediate.

This was at least the second submission put forward; he had been recommended after flying 27 sorties (164 hours 55 minutes), 17 September 1944 to 4 February 1945.

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McINNIS, WO2 (now F/O) Donald Erle (R75583/J14051) - **Mention in Despatches** - No.11 Squadron (Canada) - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born at Iroquois, Ontario, 10 August 1920. Home there. Graduated from Matilda Public School, Iroquois High School, and spent two years at Queen's University. Enlisted at Hamilton, 30 September 1940. To Prince Rupert, 20 October 1940. To No.2 ITS, 20 December 1940; graduated and promoted LAC, 8 February 1941; posted that date to No.5 EFTS; graduated 9 April 1941 but not posted to No.33 SFTS until 22 April 1941; graduated and promoted Sergeant, 4 July 1941; posted that date to No.11 (BR) Squadron. Promoted Flight Sergeant, 4 January 1942. Promoted WO2, 4 July 1942. Subsequently commissioned with effect from 1 July 1942. Promoted Flying Officer, 1 January 1943.. To Halifax, 5 July 1943. To No.10 (BR) Squadron, 21 September 1943. To "A", 23 April 1945. To Release Centre, 25 August 1945. Retired 28 August 1945.

This NCO is an outstanding navigator as well as pilot. During the period 1 December 1941 to 23 August 1942 he has done 63 patrols as Captain and 23 patrols as Navigator with a total of 320 flying hours on operational flights during this period. His devotion to duty whilst flying and whilst on the ground is exceptional. He enjoys the confidence of his crew at all times, and also that of his superior officers who know he can do the most difficult of jobs at any time. His total flying time for this period is 460 hours.

McINNIS, F/O Donald Erle (J14051) - **Distinguished Flying Cross** - No.10 (Bomber Reconnaissance) Squadron - Award effective 6 January 1945 as per **Canada Gazette** of that date, AFRO 132/45 dated 26 January 1945 and **London Gazette** dated 13 March 1945. Medal sent by registered mail. As of recommendation he had flown 1,993 hours, of which 1,302 were operational (228 sorties). Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6 has citation.

This officer has completed a very large number of flying hours on operations in the North Atlantic area. His keenness and courage have been an inspiration to those serving under him and his skill and leadership have set an example worthy of high praise. The devotion to duty of this officer throughout his flying career has been exceptional.

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McINNIS, P/O William Nelson (J18816) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 6 June 1944 and AFRO 1660/44 dated 4 August 1944. Born at Baynes Lake, British Columbia, 13 February 1919; home in Yahk, British Columbia. Formerly in Rocky Mountain Rangers. Enlisted in Calgary, 8 July 1941 and granted Leave Without Pay until 2 August 1941 when posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 10 October 1941. To No.12 SFTS (guard duty), 23 November 1941. To No.7 ITS, 3 January 1942; graduated and promoted LAC, 28 February 1942; to No.6 AOS on that date; to No.5 BGS, 6 June 1942; may have graduated 18 July 1942 but not posted to No.1 CNS until 25 July 1942; graduated and promoted Sergeant, 5 September 1942. To "Y" Depot, 25 September 1942; to RAF overseas, 27 October 1942. Commissioned 29 September 1943. Air Bomber in F/L J. Brown's crew. Posted from No.426 Squadron to No.82 OTU, March 1944 for instructional duties. Promoted Flying Officer, 23 March 1944. Repatriated to Canada, 25 November 1944. To Western Air Command, 15 January 1945. To No.8 Release Centre, 12 March 1945. Retired 20 March 1945. DFC presented 27 November 1948. RCAF photo PL-33752 (ex-UK-15905, 19 October 1944) shows F/O W.M. McInnis, (Trail, British Columbia, groom), LAW John Dawe (Toronto, bride); they had met at a No.6 Group Christmas Eve dance on a station where she was based. RCAF photo PL-33753 (ex-UK15906, 19 October 1944) shows LAW S.M. Leckie-Ewing (Vernon, British Columbia, bridesmaid), F/O W.M. McInnis, (Trail, British Columbia, groom), LAW John Dawe (Toronto, bride) and F/L Jack Davidson (Toronto). 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.2624 (RG.24 Vol.20628) has recommendation dated 15 March 1944 when he had flown 26 sorties (172 hours 15 minutes) between 8 April 1943 and 7 March 1944.

This officer has completed numerous sorties to Germany's most heavily defended targets including ten to Berlin. He has continually set a splendid example to his crew by his keenness for duty and his great determination as an Air Bomber to ensure his bombs were on the target.

The sortie list was as follows:

8 April 1943 - Duisburg (5.30)
29 May 1943 - Wuppertal (6.10)
23 August 1943 - Berlin (7.00)

2 September 1943 - Gardening (2.55)
3 September 1943 - Berlin (7.55)
6 September 1943 - Munich (8.15)
22 September 1943 - Hanover (5.20)
7 October 1943 - Stuttgart (7.05)
8 October 1943 - Hanover (4.35)
20 October 1943 - Leipzig (7.15)
22 October 1943 - Kassel (5.40)
3 November 1943 - Dusseldorf (4.50)
18 November 1943 - Berlin (7.50)
22 November 1943 - Berlin (7.45)
2 December 1943 - Berlin (6.25)
1 January 1944 - Berlin (7.10)
5 January 1944 - Stettin (7.50)
14 January 1944 - Brunswick (5.50)
15 January 1944 - Berlin (7.45)
27 January 1944 - Berlin (7.35)
28 January 1944 - Berlin (7.15)
30 January 1944 - Berlin (7.05)
19 February 1944 - Leipzig (7.10)
20 February 1944 - Stuttgart (7.10)
25 February 1944 - Augsburg (7.25)
7 March 1944 - Le Mans (5.30)

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McINTOSH, Corporal (Acting Sergeant) Archibald Leslie (R112639) - **British Empire Medal** - No.6443 Servicing Echelon (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. Born 16 May 1910 in Owen Sound, Ontario. Printer (two years), Press Man (one year) and Linotype Operator (17 years). Home in Palmerston, Ontario; enlisted in Toronto, 26 June 1941 for General Duties and posted to No.1 Manning Depot. To No.1 BGS, 7 July 1941. Promoted AC1, 26 September 1941. Remustered to Aero Engine Mechanic, 1 December 1941. Promoted LAC, 26 December 1941. Promoted Corporal, 1 August 1943. To No.3 Repair Depot, 11 September 1944; to No.5 OTU, 16 September 1944; to "Y" Depot, 27 April 1945; embarked from Canada, 18 May 1945, arriving in Britain 31 May 1945. To No.62 Base, 7 July 1945. Attached to No.9 Personnel Despatch Centre, 18-24 August 1945. To No.6443 Servicing Echelon, 24 August 1945. Promoted Sergeant, 1 October 1945. Repatriated to Canada, 12 March 1946. Released 16 April 1946. Presented 9 April 1948. Airframe mechanic. Died in Merlin, Ontario, 20 February 1980 as per **Legion Magazine** of July 1980. Public Records Office Air 2/9668 has recommendation and identifies unit.

As the non-commissioned officer in charge of No.6443 Servicing Echelon,

Sergeant McIntosh has exhibited outstanding qualities of leadership, energy and enthusiasm for his work. His technical knowledge and practical ability have earned the confidence of all ranks. His untiring efforts, regardless of self, to further the efficiency and morale of his unit have extended beyond the normal course of duty and have set a fine example.

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McINTOSH, F/O David Norman (J23956) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 20 December 1944 as per **London Gazette** dated 2 January 1945 and AFRO 471/45 dated 16 March 1945. Born 24 August 1921 in Sherbrook; home at Stanstead, Quebec. Educated at University of Toronto (sports editor); enlisted in Toronto, 31 March 1942. To No.1 Manning Depot, 6 April 1942. To No.1 Training Command, 20 June 1942. To No.1 ITS, 15 August 1942; graduated and promoted LAC on 9 October 1942 but not posted to No.1 AOS until 29 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. Repatriated to Canada, 3 December 1944. To No.8 OTU, 12 February 1945. Promoted Flight Lieutenant, 19 February 1945. To No.1 Air Command, 16 May 1945. To Halifax, 27 July 1945. To Pennfield Ridge, 14 August 1945. To No.2 Release Centre, 14 September 1945. Retired that same date. Medal sent by registered mail, 7 May 1946. Author of **Terror in the Starboard Seat**. RCAF photo PL-40220 (ex UK-15891 dated 18 October 1944) shows P/O D.N. McIntosh (left), Stanstead, Quebec and F/O S.P. Seid (San Francisco) discussing sortie into Germany which resulted in destruction of eight enemy aircraft with no damage to their aircraft. Photo PL-40221 (ex UK-15891 dated 18 October 1944) shows Seid on left, McIntosh, and CBC interviewer F/O R.R. Mackness (Vancouver).

As navigator this officer has flown on numerous day and night sorties. He has shown great skill and determination in navigating his pilot safely to the target area and back and has materially contributed to the successes attained. He has shared in the destruction of at least eight enemy aircraft destroyed and others damaged and inflicted considerable damage to the enemy's mechanical transport and shipping. In October 1944, Flying Officer McIntosh participated in a sortie against enemy airfields, flying by night and at tree top height. He safely navigated his aircraft to the target and afterwards back to base in daylight. This officer is a navigator of outstanding ability and keenness and a most valuable member of aircrew.

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McINTOSH, F/O Edward Richard (J40022) - **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 5 May 1923 in Peace River, Alberta; home in Grande Prairie, Alberta (apprentice electrician); enlisted in Edmonton, 1 December 1942. Granted

Leave Without Pay until 10 January 1943 when posted to No.3 Manning Depot. To No.2 ITS, 12 March 1943; graduated and promoted LAC, 9 July 1943 but not posted to No.7 AOS until 7 August 1943; graduated and commissioned 23 December 1943. To "Y" Depot, 14 January 1944. To No.2 AGTS, 16 January 1944. To "Y" Depot again, 11 February 1944. Taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Promoted Flying Officer, 23 June 1944. Repatriated to Canada by air with No.408 Squadron, 20 June 1945. To Greenwood for Tiger Force training. To Halifax, 12 September 1945. Retired 19 September 1945. DFC presented 9 July 1949. Living in 1950 in Pasadena, California. 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 (222 hours five minutes), 14 October 1944 to 3 April 1945.

14 October 1944 - Duisburg (5.30)
23 October 1944 - Essen (5.50)
25 October 1944 - Homberg (4.35)
2 November 1944 - Dusseldorf (6.35)
4 November 1944 - Bochum (5.40)
6 November 1944 - Gelsenkirchen (5.40)
16 November 1944 - Julich (6.05)
18 November 1944 - Munster (5.55)
21 November 1944 - Castrop Rauxel (6.35)
30 November 1944 - Duisburg (7.05)
2 December 1944 - Hagen (7.25)
4 December 1944 - Karlsruhe (7.30)
6 December 1944 - Osnabruck (6.40)
28 December 1944 - Opladen (6.35)
30 December 1944 - Cologne (7.05)
2 January 1945 - Nuremburg (9.40)
5 January 1945 - Hanover (5.55)
7 January 1945 - Munich (8.55)
14 January 1945 - Merseburg (8.35)
16 January 1945 - Zeitz (8.35)
7 February 1945 - Cleve (4.00)
23 February 1945 - Essen (4.05)
24 February 1945 - Kamen (4.30)
2 March 1945 - Cologne (4.15)
5 March 1945 - Chemnitz (7.55)
7 March 1945 - Dessau (7.45)
8 March 1945 - Hamburg (5.55)
12 March 1945 - Dortmund (4.40)
14 March 1945 - Zweibrucken (5.00)
15 March 1945 - Misburg (6.25)

16 March 1945 - Nuremburg (7.00)
19 March 1945 - Witten (5.15)
20 March 1945 - Hemmingstadt (5.10)
22 March 1945 - Hildesheim (4.20)
27 March 1945 - Paderborn (4.05)
3 April 1945 - Nordhausen (5.25)

Flying Officer McIntosh is a keen and a most efficient navigator in a very successful crew. He is now on his second tour of operations. This officer has participated in attacks against such heavily defended targets as Essen, Duisburg and Dusseldorf. Much of the success attained by his crew can be attributed to the aptitude and skill displayed by Flying Officer McIntosh on all occasions.

His determination and courage to make his operations a success have been an inspiration not only to other members of his crew, but to the whole squadron.

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McINTOSH, S/O Helen Francis (V30474) - **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 Toronto; enlisted there 9 July 1943 as Equipment Officer (Messing). Posted to No.7 Manning Depot on enlistment. To Composite Training School, 4 August 1943. To No.4 BGS, 21 September 1943. To No.2 Training Command, 13 March 1944. To No.8 SFTS, 23 March 1944. To No.3 BGS, 11 June 1944. To "Y" Depot, 23 August 1944. Taken on strength of No.3 PRC, Bournemouth, 29 August 1944. Repatriated to Canada, 15 February 1946. Retired 27 March 1946. Certificate mailed 20 June 1949. No citation.

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McINTOSH, P/O James Alexander (J19308) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 22 January 1944 as per **London Gazette** dated 4 February 1944 and AFRO 766/44 dated 6 April 1944. Born 24 February 1920 in Revelstoke, British Columbia; home there. Served in Revelstoke Militia as private. Enlisted in Calgary, 18 November 1941. Granted Leave Without Pay until 8 January 1942 when posted to No.2 Manning Depot. To No.5 BGS (non-flying duty), 27 February 1942. To No.7 ITS, 11 April 1942; graduated and promoted LAC, 5 June 1942; to No.20 EFTS on 18 July 1942; may have graduated 11 September 1942 but not posted to No.5 SFTS until 26 September 1942; graduated and promoted Sergeant, 5 February 1943. To "Y" Depot, 19 February 1943. To RAF overseas, 8 March 1943. Commissioned 10 November 1943. Shot down and taken prisoner, 24 March 1944. Promoted Flying Officer, 10 May 1944. Repatriated to Canada, 1 June 1945. Released 30 August 1945. Attended University of British Columbia (forestry) and active in both private and government forestry work. Died in North Vancouver, 13 September 2009 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2010. DFC presented 29 January 1947.

One night in January 1944, this officer piloted an aircraft which attacked Berlin. Soon after the bombs had been released the aircraft was attacked by a fighter. The enemy aircraft was shot down, however, but not before the bomber sustained extensive damage. The elevator was hit causing the aircraft to do into a steep dive. Considerable height was lost before Pilot Officer McIntosh regained control. It was extremely hard to obtain any altitude, but Pilot Officer McIntosh succeeded in reaching an airfield where he effected a safe landing, although one wheel of the aircraft had been smashed. This officer displayed praiseworthy skill, courage and determination.

DHH file 181.009 D.5557 (RG.24 Volume 20668) has original recommendation by W/C W.A. MacKay for an immediate award, drafted 11 January 1944 when he had flown nine sorties (58 hours one minute); text as follows:

On the night of 2/3 January 1944, this officer piloted an aircraft which attacked Berlin. Shortly after the target had been successfully bombed, the bomber was attacked by an enemy night fighter which raked it from end to end with machine gun and cannon fire. The fighter was shot down but not before it had inflicted heavy damage to the bomber. A shell hit the elevator, putting the aircraft into a vertical dive from which Pilot Officer McIntosh, by placing his feet against the dashboard and arms around the control column, by sheer strength, pulled it out after a fall of 12,000 feet. The aircraft was badly damaged and could not regain height. All the way on the return journey the pilot had to struggle with the stick to maintain altitude in the face of severe icing. This officer, however, landed the crippled aircraft safely in England on one wheel, the other having been shattered during the combat.

For his airmanship, skill and devotion to duty this officer is strongly recommended for the immediate award of the Distinguished Flying Cross.

The website "Lost Bombers" has the following on his being shot down. Halifax LW593 (QO-O) of No.432 Squadron, target Berlin, 24/25 March 1944. Named "Oscar the Outlaw". Airborne at 1908 hours, 24 March 1944 from East Moor. Cause of loss not established. Crashed near Berlin. Crew consisted of P/O J.A.McIntosh, DFC, RCAF (POW), Sergeant W.C.W.King (killed), F/O A.Small, RCAF (POW), P/O R.C.Elvin, RCAF (POW), P/O C.McC.Schnell, RCAF (POW), Sergeant L.Bandle, RCAF (killed), Sergeant A.F.de Dauw, RCAF (killed). P/O Elvin was interned in Camp L1, POW number 3909 with P/O Schnell, POW number 4019, F/O Small, POW number 4157 and P/O McIntosh, POW number 4005.

Directorate of History file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interview of 16 May 1945. He stated he had flown 18 sorties as pilot. Narrative as follows:

All went well till we reached target on time etc. Had trouble getting rid of bombs so tried shaking them off, didn't work and as there was quite a few still hung up the aircraft was slow so I ordered the cans and all to be jettisoned (were carrying only incendiaries). By this time we just coming up to Magdeburg. All was going OK on track etc (except I was having trouble keeping required speed). Flak and searchlights were working on two aircraft in front of me and on each side of track other aircraft flying near me (friendly). In between the two cones received direct hit, no warning by other flak at close quarters (only one burst). Soon as we were hit aircraft filled with smoke from flak shells. I gave order to engineer to grab a fire extinguisher in case of fire, engineer disappeared from beside me. Immediately we were hit, never saw him again. When smoke cleared (about two seconds) I saw fire starting in rest position of aircraft, spread immediately to wing surfaces. Gave orders to get out. Navigator and Bomb Aimer went immediately and WOP handed me my chute from an extra one we had in nose of aircraft. While I put mine on he went out. While this was going on, the aircraft, by pulling stick full forward, went into a slow spin gradually developing into a slow spiral and finally into a spin (to port). The fire immediately filled the fuselage from engineer's position back - no chance to do anything for rest of crew, no acknowledgements from any of them over intercom. Couldn't see engineer at all; believe he tried to get out rear exit and got trapped by fire. Gunners I think were killed immediately by flak. When WOP left I got out myself, had trouble making it because of G. [gravity]. Hit hard on head when chute opened and became dazed.

RCAF Press Release No. 1500 dated 18 January 1944 from F/O Vic Baker reads:

WITH THE R.C.A.F. BOMBER GROUP OVERSEAS: -- Through sheer brute strength, his feet braced against the dashboard and his arms wrapped around the control column, P/O J.A. "Jim" McIntosh pulled his heavy Lancaster bomber out of a 13,000 feet vertical dive saving his crew from certain disaster on the last Berlin raid. The riddled Leaside Squadron four-engined aircraft started to dive after cannon-shells from a night-fighter damaged the elevators.

"We had just bombed the target and turned for home when the attack occurred," said P/O McIntosh who comes from Revelstoke, B.C. "I felt the cannon-shells hitting the kite like sledge hammers and other tracers hitting the wings and passing my cockpit. The first few shells did most of the damage and the control column slammed forward when a shell hit the elevator putting the kite into a vertical dive."

"The ME 110 attacked from above and from the starboard rear and his first shells raked us from end to end," said the rear-gunner, Sergeant L. Bandle of Toronto (27 Nasmith Avenue). Both mid-upper and rear-gunner opened fire

simultaneously and scored hits on the German twin-engined fighter's port engine setting it on fire and sprayed the cockpit. "The last we saw of him, he was spinning down burning fiercely," said mid-upper gunner Sergeant A.F. Dedauw (R191883) of Tilbury, Ontario. "We definitely got him because the R.A.F. flight engineer witnessed the whole attack which only lasted about five seconds."

As the gunners shot down the fighter before it could finish off the Lancaster, the bomber dived from 23,000 feet and only at 10,000 feet was the husky pilot able to finally pull it out of the death dive. The crew were badly shaken and their equipment strewn all over the bomber during the attack and dive.

"When we finally got on course again we checked over the damage to see how our seven-man crew had weathered the storm," said the navigator, F/O A.J. Small of Norris, Manitoba. The bomb-aimer, Sergeant R.C Elvin of Toronto (1709 Bloor St W. Apt 23), had to help extricate the mid-upper gunner from tangled wires which had been shot away. His foot had become stuck in the shot-away flare chute preventing him from moving in his turret.

"We then went about ascertaining the damage to the holed fuselage which was by now battered and the floor covered with oil from various places," said the wireless operator, Warrant Officer C.N. Schell (R 97336) of Toronto (368 Lansdowne Avenue). One by one, the crew reported to the pilot the state of the riddled Lancaster.

The rear-gunner reported his turret unserviceable with many cannon-shell holes in it. The mid-upper discovered his hydraulics shot away, many large holes in the fuselage near his position and his turret useless. The W/Op reported radio o.k. but his equipment lost while the navigator, despite his equipment scattered all over the floor, approximated a course to home. The flight engineer's instruments for the starboard outer engine were not functioning but fortunately the engine kept turning over. The air-bomber could not get his bomb doors to close because the hydraulics had failed.

"It required both my arms around the control column to hold height and keep the Lancaster from diving," said P/O McIntosh. "The compass finally settled down and the navigator was able to estimate our position and head us for home." Despite the unstable condition of the aircraft, the navigator continued to carry on astro navigation and steer the bomber clear of heavily defended areas and on a homeward course.

They were far behind the bomber stream and flew in the cloud tops despite severe icing encountered. Fighter flares were dropping all around the crippled bomber and flak burst close to them and at their height but because of cloud cover fighters

were not able to pick the kite up.

“We were losing a lot of petrol from the starboard inner tank but the navigator’s calculations showed we should be able to make a coastal aerodrome safely,” said the pilot. “In the meantime it was all I could do to keep the control column and the nose of the kite up. I didn’t want to tie it back because we might be attacked again.”

The fighters ceased dropping tracking flares as the Lancaster crossed the enemy coast just south of Amsterdam. “We continued out to sea about 70 miles and let down through cloud experiencing severe icing and finally broke through the cloud cover,” said the navigator. In the meantime, the heavy bomber became sluggish and they maintained height only with difficulty.

“I detailed the crew to throw overboard all unnecessary equipment and to chop out everything they could,” said the skipper. “This lightened the aircraft and made it a bit easier to control.” The crew then prepared for ditching in the sea and stood by at crash positions. They crossed the coast only 400 feet above the ground, touched down on an emergency landing field on one wheel. “I used all the runway available as the kite held on one wheel. Finally, she settled down on what was left of the starboard wheel, did a half-ground-loop and came to a sudden halt,” said McIntosh.

Inspection after landing made it seem impossible that the heavy four-engined bomber could have flown any distance after the fighter attack. Both starboard nacelle petrol tanks were holed; hydraulics unserviceable; two large tears in starboard mainplane near dinghy stowage, and the dinghy hanging out of the wing; starboard fuel jettison sack was hanging out; tailplane was riddled with cannon-shell and machine-gun slugs; fuselage had numerous cannon-shell holes; three of the shells had burst inside near the navigator; one shell passed through the rear turret and went the full length of the fuselage; every propeller blade had at least one hole in it, one of them being split right down; starboard oil tank was riddled and starboard tire blown right off; guns, ammunition, oxygen equipment and many other articles had been thrown out and the battered fuselage of the bomber had hundreds of holes throughout its length.

Despite all this, none of the seven-man crew were even slightly injured.

This was accompanied by a photo caption (negative number unknown) which read:

P/O J.A. “Jim” McIntosh of Revelstoke, British Columbia, demonstrated to his rear and mid-upper gunners how he had to brace his feet against the dashboard and wrap his arms around the control column to pull his heavy Lancaster out of a

vertical dive on a raid to Berlin. Through sheer strength, the Leaside Squadron pilot eased the giant four-engined bomber out of the dive at 10,000 feet after it had dived from 23,000 feet just outside the target area after they had dropped the bomb-load. The riddled aircraft started its dive after cannon-shells from a night-fighter had damaged the elevators. But before the attack had been broken off, both gunners accounted for the fighter. The mid-upper, (centre), Sergeant A.F. Dedauw (R 191883) of Tilbury, Ontario, and the rear-gunner, Sergeant L. Bandle of Toronto (27 Nasmith Avenue), fired simultaneously setting the twin-engined fighter's port engine afire and spraying its cockpit with tracer. The two gunners and the R.A.F. flight engineer saw the fighter spinning earthwards burning fiercely. Despite hundreds of holes in the aircraft's fuselage and much damage to the bomber, the seven-man crew landed safely at a coastal aerodrome without injuries of any kind.

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McINTOSH, P/O John (J18198) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. Born 26 June 1922 in Medicine Hat (published in **War Service Records, 1939-1945**, Canadian Bank of Commerce, 1947); home there; served in South Alberta Dragoons (Militia). Enlisted in RCAF, Calgary, 14 March 1941. In BCATP "holding pattern" until 9 July 1941 when posted to No.2 Manning Depot; to No.2 ITS, 20 August 1941; graduated and promoted LAC, 8 October 1941 when posted to No.8 EFTS; graduated 5 December 1941 and posted next day to No.7 SFTS; graduated and promoted Sergeant, 10 April 1942. To "Y" Depot, 11 April 1942; to RAF overseas, 30 April 1942 although No.419 Squadron website states he departed Halifax on 12 May 1942.. To No.11 (Pilots) AFU, Shawbury (80 hours on Oxfords). Subsequently OTU training (Wellingtons) and HCU training (Halifax aircraft). Then to No.419 Squadron. Following a sortie with losses (27 February 1943) he and surviving crew returned to HCU to recrew. Back to No.419 Squadron, 1 May 1943. Promoted Flight Sergeant, 10 October 1942. Promoted WO2, 10 April 1943. Commissioned 1 July 1943; screened from operations, 19 October 1943. Promoted Flying Officer, 1 January 1944. Repatriated to Canada, 13 December 1944. To No.2 Air Command, 25 December 1944. To No.19 SFTS, 27 January 1945. DFC presented 3 August 1945. To Western Air Command, 8 August 1945. To Release Centre, 11 October 1945; retired 16 October 1945. Postwar businessman; died in Calgary.

This officer has taken part in sorties on most of the important German targets during a most successful tour of operational duty. On one operation his aircraft was severely damaged by an enemy fighter, two of the crew being killed and one wounded. In spite of this, by fine airmanship, Pilot Officer McIntosh made a successful return to base where he executed a skilful crash landing. On another occasion a wing of his aircraft was set on fire and one of the tail fins was rendered unserviceable in an encounter with a fighter. Despite such harassing experiences this officer has displayed continued gallantry. He is a skilful and courageous

pilot.

Note: His original crew consisted of Sergeant A. Mellin (navigator, later DFM), Sergeant R.N. Keary (bomb aimer), Sergeant A.D. Rumsam (WAG), Sergeant B.P. Grogan (flight engineer), Sergeant K.N. Doe (rear gunner) and Sergeant G.W. H. Dunbar (mid-upper gunner). On 27 February 1943, mining a section of the Frisian Islands, their aircraft (Halifax DT619) was heavily damaged by hits from both a flak ship and an enemy night-fighter. Two crewmen were killed (Grogan and Dunbar). Sergeant Mellin had been seriously wounded in the leg but despite his wounds and pain he took over the duties of the flight engineer as well as his own navigation duties. The crew extinguished the fires as Mellin charted their way home and aided McIntosh as the flight engineer in bringing the Halifax back for a successful crash landing at Coltishall air base. For his exemplary conduct and fortitude Sgt. Arthur Mellin was awarded the DFM, on April 23 1943.

Returning to operations on 1 May 1943, the crew now consisted of Flight Sergeant E.S. Mulholland (navigator), Sergeant R.N. Keary (bomb aimer), Sergeant A.D. Rumsam (WAG), Sergeant K.N. Doe (rear gunner) and other men who rotated through the crew. The No.419 Squadron website (<http://www.419squadron.com/McIntosh.html>) states: "The second operation after their return was to Dortmund where again flak hit and damaged their Halifax. This time the damage was done to the starboard rudder, knocking a hole through it from shrapnel pieces sent out by the flak bursts. Two operations later they encountered a twin engine night fighter. McIntosh took evasive actions that threw the Halifax off its main target, but he managed to complete a bombing run on the secondary target. No Combat Report was filled out for that incident. The crew were to witness the bringing down of another aircraft, off in the distance as they returned to home on the next night's operation. P/O McIntosh's crew were to take part in many important operations in the next few months including one to the rocket research base at Peenemunde and the ten plus hour mission over the Alps to Milan Italy. But one danger would reappear a number of times during his operations from May to October, one that he even remembered while giving interviews decades later. Night Fighter flares ! These bright illuminating flares dropped by enemy night fighters lit up the dark skies, making the large bombers targets for not only the fighters but the guns below. Fighter flares are made mention of in McIntosh's last few operations in September, when he reported a line of fighter flares dropped from East to West directly along the bomber stream. And on a second operation within two nights on Hanover multiple sightings of these flares could be seen by himself and the crews of other bombers. P/O McIntosh returned to base during all these sightings without incident."

He was most closely associated with Halifax JD114 named "Medicine Hat" for his home town. Again, the squadron website states: "It was painted with the Disney character Goofy on the side. One of the ground crew selected Goofy and the rest of the crew loved the idea. Goofy dropping "medicine" on the enemy from the "hat". The painting was done by fellow 419 airman and artist F/L Ley Kenyon, who would later be shot down in September of 1943, becoming a PoW as well as a witness and recorder of the Great Escape. (Ley Kenyon's drawing are found in many books on the Great Escape or other WWII books.) In later years Jack McIntosh would say that the nose

art gave him good luck. "Medicine Hat" would be P/O McIntosh's aircraft for the remainder of his tour. Not that other pilots did not get to fly it on operations, they got to fly it when McIntosh and his crew were on leave."

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McINTOSH, S/L Wesley Hanford (C4791) - **Commended for Valuable Services in the Air** - No.168 Squadron (Canada) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Winnipeg, 22 December 1914 (RCAF press release 4907 announcing award; obituary said 27 December 1914). Prior to the war he was service engineer with Kennis Johannesson Flying Service Wing. Enlisted in Halifax, 29 September 1939 as Armourer and granted rank of Sergeant; to "E", 20 January 1940; reclassified as pilot, 19 February 1940; to "R", 12 February 1940; commissioned 1 March 1941, apparently with simultaneous promotion to Flying Officer. To No.1 Flying Instructor School, 22 March 1941. Promoted Flight Lieutenant, 15 July 1942. To "A", 31 December 1942. To No.1 Flying Instructor School, 20 January 1943. To No.12 (Transport) Squadron, 21 April 1943. To Western Air Command, 17 July 1943. To No.165 (Transport) Squadron, 22 July 1943. To No.168 (Heavy Transport) Squadron, 31 October 1943. Promoted Squadron Leader, 1 May 1944. To Release Centre, 23 October 1945. Retired 25 October 1945. Memoire published by Pocket Press (Oakville) in 2006 under the title **Permission Granted: Slipping the Surly Bonds of Earth**. Died in Oakville, Ontario, 4 November 2014.

This officer has played an important part in the training of transport fliers and given valuable assistance during the organization of this squadron. As a captain and later as a flight commander he has at all times displayed exceptional ability and determination. His devotion to duty has set a high example to all.

NOTE: DHist file 181.009 D.1721 (RG.24 Volume 20606) refers. As early as 3 November 1942 he was recommended as a Flight Lieutenant for AFC by A/C F.S. McGill who wrote:

Prior to Flight Lieutenant McIntosh's enlistment he had flown as a civilian for a total of 407 hours solo and 32 hours dual and held a commercial license No.1303 and an "A" and "C" Engineer License No.1445. He also had been a member of the RCNVR in Winnipeg, Manitoba, and was employed in 1933 to 1939 in the capacity as a wireless operator. This officer enlisted permanent RCAF at Halifax, Nova Scotia, 29 September 1939, and was posted to No.5 General Reconnaissance Squadron, Dartmouth. He was graded Airman Pilot, and appointed to the rank of Acting Sergeant on enlistment. In October 1939 he was posted to the Intermediate Training Squadron, Camp Borden, Ontario for a refresher flying course. On December 12th, 1939 he commenced a Flying Instructor's Course at the Flying Instructor's School, Camp Borden, Ontario, on the termination of which he was granted "C" category on 6 February 1940. This officer was then posted to the Advanced Training Squadron, Camp Borden,

February 14th, 1940 to March 18th. On the 19th March 1940 he commenced instruction in Initial Training School, Camp Borden. This officer was awarded "B" category as a Flying Instructor on 6 June 1940, and on the forming of No.1 SFTS, was posted a Staff Instructor. Immediately on the appointment to commissioned rank of Pilot Officer on 8 May 1941, this officer was posted to No.19 EFTS, Virden, Manitoba, holding the position of Assistant Chief Supervisory Officer. On July 27, 1941, Flight Lieutenant McIntosh was posted to Central Flying School, RCAF Station Trenton, Ontario. He was appointed to the rank of Temporary Flying Officer 15 December 1941 and to the rank of Acting Flight Lieutenant, 1 March 1942. For the past eight months this officer has held the position of Deputy Flight Commander or a Flight Commander in which status he is now employed.

This officer has logged 2,250 hours instructing time since March 19, 1940 and has at the present time a total time of 2,350 hours not including his civilian time. During his service as an instructor Flight Lieutenant McIntosh has had the experience of all phases of training, i.e. EFTS, SFTS, CFS and FIS. He has at all times been a keen and enthusiastic pilot, a conscientious instructor, willing to work any hour and has at all times sacrificed himself in order to further the knowledge and training of his pupils. Coupled with the above facts, Flight Lieutenant McIntosh has a high sense of duty and a high regard for the Service. It is therefore recommended, in view of this officer's loyalty and intense devotion to duty, that he be awarded the Air Force Cross.

RCAF file 821-4-44, "McKee Trans-Canada Trophy - Nominations and Presentation - 1944 Competition", National Archives of Canada RG.24 Volume 17796, has recommendation for the McKee Trophy drafted 7 March 1945 by G.Z. Z.L. Leigh, No.9 (Transport) Group and transcribed here for the historical record:

This officer commenced flying at Winnipeg in July of 1934, obtaining a Commercial Pilot's License in 1935 and an Air Engineers License in 1938. For the period 1934-1938 he was employed as an apprentice engineer for the Winnipeg Flying Club and Johanson's Flying Service, working on aircraft and flying passengers, subsequently being employed by Wings Limited as air engineer until September 1939, when he joined the RCAF. This officer served in the RCAF as an instructor with an A1 Category, and as an Assistant Supervisory Officer at an Elementary Flying Training School in Manitoba. In November 1942 he was loaned to the Royal Air Force Transport Command at Montreal as an instructor, and made one delivery to the United Kingdom. He was subsequently posted to Rockcliffe in April 1943, and flew as Captain on scheduled Service flights from Ottawa to Halifax twice weekly. From July to October 1943, he flew with No.165 Squadron, Edmonton, on the North West Staging Route operating from Edmonton to Whitehorse and vicinity, flying freight, passengers and

servicing new fields under construction. This officer reported to No.168 (Heavy Transport) Squadron in October 1943, and to date has made 25 Atlantic crossings and has also served as Officer Commanding this squadron's Detachment at Gibraltar, where he flew numerous trips from there to Italy and Cairo.

Squadron Leader McIntosh carried out the first round trip mail flight between Ottawa and the United Kingdom. As second in command, No.168 (Heavy Transport) Squadron, he has maintained a very enviable and outstanding record, and is in no small way responsible for the squadron's accomplishments in air transport operations and the general success that has been attained to date.

Note: Memo, 10 October 1941 in which G/C T.A. Lawrence (Station Trenton) recommends promotion of several officers including F/O W.H. McIntosh.

This officer is a very capable instructor holding an A.2 category. At present he is employed as a deputy Flight Commander and has demonstrated his ability to carry out his duties very efficiently.

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McINTOSH, FS William Philip MacDonell (R82852) - **Distinguished Flying Medal** - No.35 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2322/43 dated 12 November 1943. Born in Cornwall, Ontario, 21 June 1922; educated at St. Andrew's Convent (Cornwall), St. Andrew's High School (Cornwall), and Cornwall Collegiate and Vocational School. Home in St. Andrews, Ontario (grocery clerk); enlisted in Ottawa, 7 February 1941 and posted that date to No.2 Manning Depot, Brandon. To No.1 Manning Depot, Toronto, 28 February 1941. To No.1 SFTS, Camp Borden (guard duty), 22 April 1941. To No.1 ITS, Toronto, 10 June 1941; graduated and promoted LAC, 21 July 1941; to No.1 AOS, Malton that date; to No.1 BGS, Jarvis, 12 October 1941; graduated and promoted Sergeant, 22 November 1941, To No.2 ANS, 23 November 1941; may have graduated 20 December 1941 but not posted to "Y" Depot until 24 December 1941. To RAF overseas, 7 January 1942. Taken on strength of No.3 PRC, Bournemouth, 21 January 1942. To No.2 AOS, 23 February 1942. However, record also shows him being struck off strength of No.14 Initial Training Wing, Hastings, 24 February 1942 on posting to No.2 (Observer) Advanced Flying Unit. To No.22 OTU, 28 April 1942. To No.35 Squadron, 16 July 1942. To No.35 Squadron Conversion Flight, 21 August 1942. Promoted Flight Sergeant, 1 September 1942. Returned to No.35 Squadron, 3 September 1942. Promoted WO2, 22 November 1942. Promoted WO1, 22 May 1943. Subsequently commissioned with effect from 25 March 1943 (Appointments, Promotions, Retirements, 27 September 1943). Missing, presumed dead, 23/24 August 1943 (No.35 Squadron, Halifax HR928). HR928 was one of four No.35 Squadron Halifaxes lost on this operation, the others being HR846, HR865 and JB786. Records show that he had been awarded No.35 Squadron "Target Finder Badge" as of 14 September 1943 and a Permanent Target Finder Badge as of 25 August 1943. See entry for Walter D. Craig for details of loss plus

combat reports. Award presented to next-of-kin, by Governor General, 27 June 1945.

As air bomber Flight Sergeant McIntosh has completed many successful operations, which have been outstanding for the invariably accurate bombing of the target. Fearless in the face of the heaviest opposition, he has set a praiseworthy example of tenacity and devotion to duty.

Notes on Training:

Interviewed on 20 January 1941 by F/O A.W. Fraser who described him thus: "A good type, intelligent, well-spoken, clean, keen to fight and fly - should make a good air gunner."

Course at No.1 ITS lasted from 9 June to 14 July 1941. Courses and marks as follows: Mathematics (90/100), Armament, P and O (74/100), Signals (94/100), Drill (74/100), Law and Discipline (99/100). Graduated 14th in a class of 27 which had already been classified for Observer training. Described as follows: "Reserved, self-conscious type, willing but unimpressive."

Course at No.1 AOS was 27 July to 12 October 1941. All flying in Anson aircraft - 30 hours ten minutes as First Navigator (day), 29 hours ten minutes as Second Navigator (day), nine hours 50 minutes as First Navigator (night), three hours 45 minutes as Second Navigator (night). Ground training courses and marks as follows: D.R. Plotting (84/150), D.R. Written (128/200), Compasses and Instruments (132/150), Signals (68/100), Maps and Charts (71/100), Meteorology (79/100). Photography (80/100), Reconnaissance (69/100). Placed 27th or 29th in a class of 37. Generally deemed "Below Average" and described as "Very young and immature. Not a very good worker." (S/L G.W. Jacobi, Chief Supervisory Officer)

Course at No.1 BGS was 13 October to 22 November 1941. All flying time in Battle aircraft - 16 hours 55 minutes on bombing by day, six hours 20 minutes on gunnery by day, seven hours as a passenger. In high bombing exercises he averaged 134 yards error (best record was 111 yards error). In gunnery he scored 6.1 percent hits in Beam Test, 6.5 percent hits in Beam Relative Speed Test and 3.2 percent hits in Under Tail Test. He was further examined in Bombing-W (99/150), Bombing-P (109/150), Gunnery-W (73.5/100) and Gunnery-P (79/100). Described as an average gunner, above average bomb aimer. Although not suitable for commission, he was assessed as "Energetic and hard working but has difficulty in guiding that energy. Would respond well to direction from others. Should make a good Sergeant Observer." (G/C G.E. Wait).

Course at No.2 ANS was 24 November to 22 December 1941. Flying in Anson aircraft - five hours 40 minutes as First Navigator (Day), six hours 25 minutes as Second Navigator (day), six hours 15 minutes as First Navigator (Night) and 11 hours 55 minutes as Second Navigator (Night). Obtained air marks of 200/250 and deemed as follows: "Good charts and logs. Satisfactory results". Ground training in Astronomical Navigation - Plotting (130/150) and

Astronomical Navigation - Written (74/100). Ground school assessment was : “Good results in ground work. Worked hard, showing good deal of interest in the classroom.” Placed 29th in a class of 54.

While overseas he applied for pilot training. An RAF Form 5002 dated 26 July 1943 (signed by G/C Sidney Smith, No.4 Aviation Candidates Selections Board) stated that he had flown 200 hours on operations (34 sorties). His Commanding Officer had recommended him for pilot and the Board assessment was that he was “fully suitable.”

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McINTYRE, F/O Francis John (J22087) - **Mention in Despatches** - No.48 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born in Mount Carmel, Ontario, 26 April 1918. Home in Parkhill, Ontario; farmer; militia service with Middlesex and Huron Regiment (one month). Enlisted in London, Ontario, 19 June 1941. To No.4A Manning Depot, 4 August 1941. To No.3 ITS, 1 September 1941. Promoted LAC, 7 October 1941. To No.12 EFTS, 25 October 1941. To No.5 SFTS, 20 December 1941. Ceased training and posted to Composite Training School, Trenton, 13 February 1942. To No.4 WS, 8 May 1942; to No.4 BGS, 21 November 1942. Graduated and commissioned, 21 December 1942. To No.36 OTU, 8 January 1943. To “Y” Depot, 17 April 1943. To RAF overseas, 15 May 1943 (date of embarking from Canada). Disembarked in Britain, 24 May 1943. Attached to No.11 Radio School, 16-21 June 1943. . Promoted Flying Officer, 21 June 1943, To No.1 (Coastal) OTU, 27 July 1943.. To No.2 Personnel Despatch Centre, 7 October 1943. To No.48 Squadron, 14 October 1943. With the unit when it returned to United Kingdom, 31 December 1943. Promoted Flight Lieutenant, 21 December 1944. To No.1332 Heavy Conversion Unit, 19 February 1945. To No.246 Squadron, 4 April 1945, with numerous flights to North Africa, West Africa and Azores. To No.426 Squadron, 26 June 1945. To No.120 Wing, 31 December 1945. To No.436 Squadron, 8 January 1946. Repatriated 22 July 1946. Released 7 August 1946. Worked for Beatty Washing Machines (Material Control Procurement). Re-engaged via Reserve, 19 August 1954 in Hamilton, Personnel Branch (224448) with rank of Flight Lieutenant; Periodically employed in Hamilton Recruiting Unit to August 1966 as a recruiter and career counsellor. He is almost certainly the F/O McIntyre referred to in entry for F/O L.R. Pattee (which see for material from Arie-Jan Van Hees, “**Green On !**”, **A Detailed Survey of the British Parachute Re-Supply Sorties During Operation “Market Garden”, 18-25 September 1944** (published in The Netherlands, 2004). Died in Harley, Ontario, 4 March 1984 as per **Legion Magazine** of June 1984.

Notes: A report from No.120 Wing (uncertain date) stated he had flown 91 hours 50 minutes in Coastal work, 660.30 on Transport Command medium aircraft, 368.15 on long range Transport Command work - 1,431 hours total.

On 11 June 1946 he filed a repatriation form stating he had flown 414 hours 30 minutes on operations and 860.40 non-operational time, He had flown 97 sorties; the last operational was 14

February 1945, the last non-operational was 28 May 1946. Types and times listed were Hudson (168.15), Dakota III and IV (693.10), Stirling (8.05), Liberator and C-87 (364.45), Halifax (8.55), Anson (17.55) and Oxford (9.00).

Training: Interviewed in London, Ontario, 19 June 1941. "Well recommended, having Senior Matriculation in Mathematics but lacking Languages. Appears capable of handling any situation in which he might find himself. Will make good air crew. Submitted to surgical operation in order to qualify medically."

Course at No.3 ITS was 1 September to 7 October 1941. Courses in Mathematics (53/100), Armament, practical and oral (72/100), Signals (100/100), Hygiene and Sanitation (37/40), Drill (81/100) and Law and Discipline (44/60). Placed 47th in a class of 228. "Slightly hesitant. Pleasant. Neat. No outstanding characteristics."

Course at No.12 EFTS was 27 October to 19 December 1941. Finch II aircraft - 26.20 dual, 33.50 solo of which 10.10 on instruments. Logged 11.30 in Link. "Seems anxious to fly; in inclined to be rather timid and cautious. General flying shows steady improvement. Instrument flying is average. Due to unfavourable weather conditions has not had sufficient time on aerobatics." Ground school marks in Airmanship (154/200), Airframes (73/100), Aero Engines (88/100), Signals, practical (85/100), Theory of Flight (71/100), Air Navigation (145/200), Armament, oral (186/200). Placed twelfth in a class of 26. "A hard working, capable student. He learns slowly but retains everything he is taught. His attitude and conduct have been satisfactory."

Course at No.5 SFTS was 29 December 1941 to 10 April 1942. Avro Anson aircraft - 27.45 day dual and 8.50 day solo of which 2.05 on instruments. Logged 16.45 on Link. "Flying ability continued to be far below average even with an exceptional amount of dual. Navigation ability absolutely nil." Although he still wanted to be a pilot and was willing to try Navigator, it was decided to transfer him to Wireless Air Gunner.

Course at No.4 WS was 11 May to 25 November 1942. Flew two hours 50 minutes in flying classroom as First Operator, 23.40 in single-engine aircraft as sole operator (an unusually large amount of time). Graded in Theory (37/50), Radio Equipment (174/250), Morse (200/200), Procedure (128/200), Signals Organization (119/150), Armament (85/100), and Drill and P.T. (47/50). Placed 43rd in a class of 112.

Course at No.4 BGS was 25 November to 21 December 1942. Bolingbroke aircraft (nine hours 45 minutes). Spent six hours in turret manipulation. Fired 1,100 rounds on ground, 400 rounds air-to-ground, 2,000 rounds air-to-air. Scored 2.35 percent hits in Beam Test, five percent hits in Beam Relative Speed Test and six percent hits in Under Tail Test. Scored 86 percent in written exam, 76 percent in practical and oral exam, and graded 194/250 in Ability as Firer. "This man worked exceptionally hard. Was quite interested in his work and particularly good at practical work. Is commission material." (S/L R.D.G. Blgrave).

Course at No.36 OTU was 11 January to 3 April 1943. Anson and Hudson aircraft - 30.35 day as First Operator, 2.40 day as Second Operator, 27.05 night as First Operator, 2.20 night as Second Operator. Fired 2,400 rounds in Under Tail test (2.75 percent hits). Fired 3,430 rounds on ground, 1,200 rounds air-to-sea. Scored 94.5 percent in Morse, 78 percent in Signals Procedure, 84 percent in Armament and Tactics, 74 percent in Special Equipment. Had achieved 22 words per minute in Morse, eight words per minute in Visual Signals. "Above average. As a senior pupil on the course he proved keen, competent and dependable." (S/L J.J. Meikle, Chief Ground Instructor).

Course at No.1332 HCU was 19 March to 3 April 1945. Stirling and Liberator aircraft and equipment. All signals training (no gunnery). Air Work graded in Manipulation of W/T Equipment (320/400), Air Operating Procedure (325/400), and Log Keeping (170/200). Ground Work graded in Knowledge and Manipulation of W/T and R/T Equipment (352/400), Organisation (276/300) and Procedure (255/300). "A good capable WOP in all respects. Considered that he will be an asset to any squadron. Recommended for Transport. Outstanding ground work."

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McINTYRE, WO1 James (R85830) - **Member, Order of the British Empire** - Station Lachine - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 2 November 1898. Home in Troy, Ontario. Enlisted in Toronto, 16 November 1940 as Laboratory Assistant or Medical Technician. To No.1 ITS that date. Spent most of 1940-43 with Clinical Evaluation Unit; promoted WO2, 15 September 1941 and WO1, 1 June 1942. To Halifax, 9 January 1943. To No.2 Release Centre, 25 October 1944. To No.3 Training Command, 30 November 1944. To Lachine, 1 March 1945. To No.4 Release Centre, 27 September 1945. Released 4 October 1945. Living in Lansing, Ontario, July 1949. MBE sent by registered mail.

This Warrant Officer's duties in the Royal Canadian Air Force has been of a technical nature requiring the highest and most details skills. He has consistently and voluntarily worked long hours beyond the actual requirements of duty. He has rendered important and faithful service and by his exceptional ability has set a fine example to those under him. His devotion to duty and unflinching willingness have been instrumental in maintaining the morale of all who work with him.

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McINTYRE, P/O John Edwin (J88626) - **Belgian Croix de Guerre 1940 with Palm** (deceased) - Awarded 17 July 1948 as per **Canada Gazette** of that date and AFRO 455/48 dated 23 July 1948. Born in Edmonton, 10 January 1921. Home in Biggar, Saskatchewan where he was a clerk Enlisted in Saskatoon, 22 May 1941. To No.2 Manning Depot, Brandon, 13 June 1941. To

No.4 ITS, Edmonton, 27 July 1941. Graduated and promoted LAC, 30 August 1941. Posted on 31 August 1941 to No.5 EFTS, High River. Ceased training and posted to Composite Training School, Trenton, 22 October 1941. To No.3 WS, Winnipeg, 22 November 1941. To No.5 BGS, Dafoe, 10 May 1942. Promoted Sergeant, 8 June 1942. To Central Navigation School, Rivers, 23 June 1942. Promoted Flight Sergeant, 13 November 1942. To No.32 OTU, Patricia Bay, 29 May 1943.. Promoted WO2, 8 June 1943. To "Y" Depot, Halifax, 15 September 1943. Embarked from Halifax, 13 September 1943. Disembarked in United Kingdom, 19 September 1943. Posted from No.3 PRC, Bournemouth to No.82 OTU, 12 October 1943. To No.61 Base, 8 February 1944. Detached to Battle School, 8-27 February 1944. Detached to No.1661 Conversion Unit, 27 February to 13 April 1944. To No.426 Squadron, 13 April 1944. Commissioned 11 May 1944. Killed in action with No.426 Squadron, 12/13 May 1944, Halifax LW682. Buried in Belgium.

At No.5 EFTS he had flown 27 hours 50 minutes dual and 17 hours solo on Tiger Moths. In flying he was deemed "good average" but he neglected ground school studies and posted marks so low that he did not qualify for supplementals.

At No.3 Wireless School he flew 10 hours 50 minutes and placed 80th in a class of 148. Subjects and marks were Theory (33/50), Radio Equipment (166/250), Morse, buzzer and lamp (120/200), Procedure (165/200), Signals Organisation (121/150), Armament (75/100) and Drill and P.T. (40/50).

At No.5 BGS he flew 18 hours 20 minutes in Battle aircraft. Scored on the following Air Gunnery Tests - Beam Test (12.6 %), Beam Relative Speed Test (13.4 %), Under Tail Test (9.00 %). Fired 600 rounds on ground, 200 air-to-ground and 1,855 air-to-air.. Deemed an average gunner.

At No.32 OTU the course lasted from 31 May to 20 August 1943. He flew in Anson (14.20 as First WOP, 14.20 as Second WOP, all by day) and Hampdens (23.40 as First WOP by day, 6.20 as First WOP by night and 6.20 as Second WOP by night. Exposed 54 feet of film on gunnery training. Fired 2,600 rounds on ground, 500 rounds air to ground and 2,000 rounds, air to air. Courses and marks as follows: Signals (82 %), Morse (60 %), Aldis (Pass), Armament (68 %), Torpedos (not on his curriculum), Warship Recognition (86 %), Merchant Ship Recognition (64 %), Aircraft Recognition (71 %) and Tactics (50 %). Described as "Average results. No great ability but a good worker. Not much personality."

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McINTYRE, F/O Jack James (J36376) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 17 January 1912 in Edmonton; home there (office manager); enlisted in Edmonton, 11 August 1942. To No.3 Manning Depot, 30 August 1942. To No.15 SFTS (guard duty), 23 October 1942. To No.7 ITS, 8 January 1943; graduated and promoted LAC, 19 March

1943; to No.5 EFTS, 20 March 1943; ceased training and posted to No.3 Manning Depot, 24 April 1943; to No.7 AOS, 15 May 1943; graduated and commissioned 1 October 1943. To "Y" Depot, 15 October 1943; taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flying Officer, 1 April 1944. Repatriated 24 April 1945; to Edmonton, 8 May 1945; to Northwest Air Command, 1 June 1945; to Release Centre, 6 July 1945; released 13 July 1945. DFC sent by registered mail, 7 June 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". Public Records Office Air 2/9083 has recommendation dated 18 March 1945 when he had flown 37 sorties (195 hours 17 minutes), 5 August 1944 to 5 March 1945. Except for one sortie his flights are identical to those of F/L Alan G. Rayner (Rayner has one additional flight, as a pilot, on 20 July 1944). They would seem to be in the same crew.

5 August 1944 - Foret de Nieppe (3.34)
7 August 1944 - TOTALIZE 3 (3.52)
18 August 1944 - Sterkrade (4.49)
1 September 1944 - Lumbres (3.30)
3 September 1944 - Soesterburg (3.44)
10 September 1944 - Le Havre (3.57)
11 September 1944 - GARDENING (5.20)
12 September 1944 - Munster (4.09)
15 September 1944 - Kiel (5.23)
20 September 1944 - Calais (3.36)
25 September 1944 - Calais (3.54)
14 October 1944 - Duisburg (4.24)
15 October 1944 - Duisburg (5.25)
23 October 1944 - Essen (5.38)
25 October 1944 - Essen (4.36)
29 October 1944 - Westkapelle (3.03)
2 November 1944 - Dusseldorf (5.18)
6 November 1944 - Gelsenkirchen (4.35)
21 November 1944 - Sterkrade (6.52)
29 November 1944 - Essen (5.59)
5 December 1944 - Soest (5.43)
6 December 1944 - Osnabruck (5.58)
14 December 1944 - GARDENING (5.41)
18 December 1944 - Duisburg (6.09)
26 December 1944 - St.Vith (6.09)
6 January 1945 - Hanau (6.16)
12 January 1945 - GARDENING (5.50)
14 January 1945 - Dulmen (6.06)
16 January 1945 - Magdeburg (6.06)
14 February 1945 - GARDENING (6.23)

17 February 1945 - Wesel (5.07)
20 February 1945 - Reisholz (6.16)
23 February 1945 - Essen (4.54)
27 February 1945 - Mainz (5.51)
2 March 1945 - Cologne (5.14)
3 March 1945 - Kamen (5.58)
5 March 1945 - Chemnitz (8.14)

This officer has now completed his first operational tour consisting of 37 sorties (140 points) involving a total of 195 hours. He is a very efficient and capable navigator who has completed a very successful tour. He has always set a high standard in the execution of his duties both on the ground and in the air, displaying the greatest determination at all times.

For his outstanding ability and strong sense of duty, this officer is strongly recommended for the award of the Distinguished Flying Cross.

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McINTYRE, FS John Baptise (R64699) - **Mention in Despatches** - No.433 Squadron (AFRO gives unit as No.63 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 27 January 1919. Home in Bedford Station, Prince Edward Island. Enlisted in Moncton, New Brunswick, 14 June 1940 as Airframe Mechanic. To Technical Training School, 12 August 1940. Promoted AC1, 21 December 1941. To No.3 Repair Depot, 27 December 1940. Promoted LAC, 1 April 1941. Promoted Corporal, 1 November 1941. To "Y" Depot, 11 March 1942. To RAF overseas, 30 April 1942, arriving in UK 14 May 1942. Promoted Sergeant, 8 September 1942. Promoted Flight Sergeant, 1 October 1943. Repatriated July 1945; to "K", 23 July 1945; to Release Centre, 3 September 1945; released 6 September 1945. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation for a BEM dated 30 August 1944.

Flight Sergeant McIntyre has been NCO in charge of servicing in No.433 Squadron since the squadron's formation. During this period, Flight Sergeant McIntyre has given the most loyal support to his Flight Commander. He has worked tirelessly in overcoming the many difficulties which are always encountered during the formation of any unit. Maintaining operational aircraft in the open during a northern English winter and under heavy pressure of operating demands requires the enthusiasm, skill and determination which this NCO has amply demonstrated. He has given unsparingly of his time and efforts for the squadron.

McINTYRE, FS John Baptist (R64699) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946..

Previously MiD, 1 January 1945, for services at No.63 Base. No citation.

RCAF Press Release No. 400 dated 18 July 1945 by F/L W.B. Gill read as follows:

RCAF REPATRIATION DEPOT – TORQUAY – ENGLAND: --- There's a Charlottetown pilot who has flown over Artic wastes and Pacific spaces as well as the grey waters of the Atlantic. He is Flight Lieutenant L. W. Manuel (32 Elm Avenue) and at long last, he's on his way back to look at the red soil of "the Garden of the Gulf".

With Manuel are two other "Islanders", F/L Jim Campbell of Graham's Road, Queens Co., and F/S J.B. McIntyre of Bedford.

Manuel first flew from the Pacific coast of Canada on the hunt for enemy submarines and later moved to Alaska. Based in Alaska, he came to the conclusion that the weather was a worse enemy than the Japs. This same fog had a nasty habit of sneaking in after planes had taken off on patrol and things were sometimes "sticky" getting down again.

F/S McIntyre, who wears the oak leaf for a mention in dispatches, was in charge of serviceability on a Canadian Bomber squadron. For more than three years, he tended aircraft on the "Porcupine Squadron" and for seven months they hung up the serviceability record for the entire Bomber group.

"Billiards" said McIntyre, "is always thought to be a peaceful game. My worst scare came when a Jerry strafed the town while I was playing billiards. One cannon shell went right through the table just as I was chalking my cue. Slates, balls, cues went everywhere. It was really a mess and as close as I ever want to come to getting hit".

McIntyre had one other close call. An aircraft blew up on take-off and shrapnel flew everywhere nearly hitting some of the ground crew waving the aircraft off.

An ex-school teacher, F/L Campbell has been in Britain 2 ½ years. In that time he has always flown with the same crew. First on Beauforts and then on Wellingtons, they took part in pre D-Day sweeps. Campbell and his crew attacked one "schnorkel"...the breathing pipe of a submerged U-Boat...but no results were seen.

Describing Torquay, Campbell said, "Well, it has got lots of beaches and beauty spots but it will take a lot to beat the sands of the 'North Shore'". (PIX PR 626)

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McINTYRE, F/O William Joseph (J19933) - **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 23 August 1921; home in Oshawa, Ontario; enlisted in Hamilton, 6 April 1942 and posted that date to No.5 Manning Depot. To No.9 SFTS, 25 May 1942 (guard duty); to No.2 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942; taken on strength of No.12 EFTS, 24 October 1942; may have graduated 8 January 1943 and not posted to No.9 SFTS until 22 January 1943; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 28 May 1943; to RAF overseas, 22 June 1943. Commissioned 11 February 1944. Promoted Flying Officer, 11 August 1944. Repatriated 13 August 1945. Released 3 October 1945. Began his tour with No.408 Squadron, ending it with No.434. DFC sent by registered mail, 20 April 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 17 November 1944 when he had flown 35 sorties (168 hours), 18 April to 16 October 1944.

Flying Officer McIntyre has completed a tour of operations, many of which were attacks against heavily defended German targets. Flying Officer McIntyre has always displayed a high degree of skill and courage. The successes obtained throughout his tour are a fine tribute to his unfailing devotion to duty and fine offensive spirit.

The sortie list was as follows:

18 April 1944 - Paris (5.20, second pilot)
20 April 1944 - Cologne (5.05, second pilot)
9 May 1944 - Calais (3.30)
10 May 1944 - Ghent (4.15)
17 May 1944 - Merville-Franceville (3.50)
24 May 1944 - Aachen (4.50)
27 May 1944 - Bourg Leopold (5.55)
31 May 1944 - Au Fevre (2.15, early return)
2 June 1944 - Neufchatel (4.10)
6 June 1944 - Coutances (5.40)
7 June 1944 - Acheres (4.50)
9 June 1944 - Le Mans (5.50)
14 June 1944 - St. Pol (5.50)
16 June 1944 - Sterkrade (4.20)
17 June 1944 - Disemont (4.30)
4 July 1944 - Villeneuve St. George (5.00)
5 July 1944 - St. Pol-Siracourt (4.30)
5 July 1944 - Coquereaux (4.30)

7 July 1944 - Caen (4.10)
12 July 1944 - Creil Thiverny area (4.20)
17 July 1944 - Caen (4.15)
20 July 1944 - L'Hey (3.40)
23 July 1944 - Kiel (5.25)
28 July 1944 - Hamburg (5.05)
1 August 1944 - Ferme de Forrestel (4.40)
3 August 1944 - Bois de Cassan(4.30)
31 August 1944 - Isle de Cezembre (4.00)
6 September 1944 - Emden (4.10)
12 September 1944 - Dortmund (4.10)
25 September 1944 - Calais (4.35)
26 September 1944 - Calais (4.20)
27 September 1944 - Sterkrade (5.10)
28 September 1944 - Cap Gris Nez (4.00)
4 October 1944 - Bergen (6.25)
9 October 1944 - Bochum (6.25)
16 October 1944 - Duisburg (4.55)

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McINTYRE, Sergeant William Karl (R98870) - **Mention in Despatches** - No.406 Squadron - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born 20 Jul 1896. Home in Star City, Saskatchewan; enlisted in Saskatoon, 2 May 1941 as a Radio Mechanic. To No.1 Manning Depot, 12 May 1941. To Embarkation Depot, 29 June 1941. To RAF overseas, 20 July 1941. Promoted Corporal 14 January 1942. Promoted Sergeant, date uncertain. Promoted Flight Sergeant, 19 May 1943. Repatriated May 1945; to No.6 Release Centre, 28 May 1945; released 30 June 1945. Honoured for technical improvements to inter-communication systems. See **The RCAF Overseas: The First Four Years**, pp.128 and 132 and Squadron ORB of 26/26 September 1942 and 12/13 June 1943. RCAF photo PL-42863 (ex UK-20105 dated 5 April 1945) show FS McIntyre (left) and Flight Sergeant J.E. Kendall (Elm Creek, Manitoba, Radio Mechanic), noting, "The two qualify nearly for the distinction of being the fathers of the famous squadron. They have served under five commanding officers and moved with it to ten different locations. They have been with the squadron longer than anyone else, either ground or aircrew."

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McIVER, F/O Bruce Gordon (J3596) - **Distinguished Flying Cross** - No.106 Squadron - Award effective 25 October 1941 as per **London Gazette** dated 28 July 1942 and AFRO 1243/42 dated 7 August 1942. Born 27 November 1915 in Hamilton, Ontario; educated at Hamilton Technical Institute and Queens University (COTC experience at Queens). Employed at Central Patricia Gold Mines, 1934-1936 (underground and in office), Normetal Mines, Quebec, 1937 (miner);

Hollinger Gold Mines, 1938 (miner), Kirkland Lake Gold Mines, 1939 (miner) and Steel Company of Canada, Hamilton, 1940 (open hearth sweeper). Enlisted in Hamilton, 24 June 1940. To No.2 ITS, 30 June 1940; promoted LAC, 15 August 1940 and posted on 17 August 1940 to No.1 AOS, course lasting to 9 November 1940; to No.1 BGS., 10 November 1940. Promoted Sergeant and posted to No.1 ANS, 21 December 1940. Graduated and commissioned, 19 January 1941. To RAF overseas 7 March 1941 (date of embarkation from Canada). Disembarked in Britain, 20 March 1941. To No.16 OTU, 29 March 1941. To No.106 Squadron, 6 June 1941. Missing, 8 November 1941 (Hampden AD932); name on Runnymede Memorial. DFC presented to next-of-kin, 17 April 1943. RCAF photo PL-2228 shows LAC W.J. McQuade (Toronto) and LAC B.G. McIver (Hamilton) looking at map.

This officer has shown commendable enthusiasm for operational flying. His navigational skill has been of a very high standard throughout. As an example, when participating in a recent attack he navigated his aircraft direct to the target in most unfavourable weather conditions, eventually releasing his bombs and scoring direct hits on the objective from a height of 3,000 feet. The accuracy of his bombing is apparent by the high percentage of successful hits he scored. Flying Officer McIver has displayed courage and persistence in the face of the heaviest opposition.

NOTE: Public Records Office Air 2/9572 has recommendation dated 25 October 1941 when he had flown 23 sorties (149 hours 25 minutes) with sortie list as text which differs slightly in wording (but not in substance) from that which was published:

15 June 1941 - Cologne (6.05) - Bombs across target
17 June 1941 - Cologne (6.25) - Bursts observed in target area.
21 June 1941 - Dusseldorf (4.20) - Primary target not located; dropped bombs on Dunkirk.
2 July 1941 - Cologne (6.00) - Bombs across target.
4 July 1941 - Lorient (6.20) - Bombs fell in the docks.
6 July 1941 - Brest (6.45) - Estimated position of warships but results not observed owing to smoke screen.
7 July 1941 - Essen (6.15) - Bombs fell amongst steel works.
9 July 1941 - Aachen (5.35) - Bombs on centre of target.
14 July 1941 - Hanover (6.05)
21 July 1941 - Frankfurt (6.20) - Bombs in target area.
2 August 1941 - Kiel (7.25) - Bombs and incendiaries across target.
5 August 1941 - Karlsruhe (7.35) - Bombs near railway junction.
7 August 1941 - Essen (4.40) - Heavy opposition; bombs in target area.
16 August 1941 - Dusseldorf (6.10) - Bombs in target area.
18 August 1941 - Cologne (6.15) - Target successfully bombed.
22 August 1941 - Karlsruhe (8.15) - Poor visibility; unable to see results.
31 August 1941 - GARDENING (8.10) - "Broccoli" area; vegetable (mine) successfully

planted.

6 September 1941 - Huls (5.25) - Results not observed owing to searchlights.

7 September 1941 - Berlin (6.50) - Primary target not reached; dropped bombs across a convoy in Kiel Bay.

11 September 1941 - Kiel (8.10) - Bombs in target area.

28 September 1941 - Frankfurt (8.00) - Cloud obscured target; bombed an aerodrome as alternative.

10 October 1941 - Essen (4.55) - Aircraft hit by flak but target successfully bombed.

12 October 1941 - Huls (5.25) - Bombed from 3,000 feet.

Throughout his services on this squadron, Flying Officer McIver has shown commendable enthusiasm for operational flying and his cheerful determination has a tonic effect on the unit's flying crews.

His navigation is of a very high standard. On flights which have taken place during nights of low cloud and bad visibility his unerring navigation has often made a success of what would otherwise have been an abortive trip. As an example, when recently detailed to attack the Huls synthetic rubber factory he navigated the aircraft direct to the target in most unfavourable weather conditions, eventually dropping his bombs and scoring hits from below cloud at 3,000 feet. The accuracy of his bomb aiming is apparent by the very high percentage of hits on the target or target area.

Flying Officer McIver has continually displayed great courage and persistence in the face of the heaviest opposition and with Flight Lieutenant Herd forms a combination second to none.

Circumstances of Loss: Hampden HD932, No.106 Squadron was one of three No.106 Squadron Hampdens lost on a Gardenening operation.. Airborne 0105 on 7 November 1941 from Coningsby to lay mines in Oslo Fjord (Onions region). Last heard on W/T calling for help. Believed down in the sea 48 miles E of Wick. Sergeant S.J.H. Jones is buried on Kirkwall in the Orkney islands; his three comrades have no known graves and are commemorated on the Runnymede Memorial - F/L T.B.Herd DFC, F/O B.G.McIver DFC, RCAF and Sergeant H. Sell, DFM.

Training: At No.1 AOS he was on Anson aircraft (21.58 as first navigator by day, 30.06 as second navigator by day, 3.08 as first navigator by night, 3.10 as second navigator by night). In air work he was described as "Excellent navigator - tied for first place in class of 41." In ground training marked in DR Plotting (102/150), DR Written (130/150), Compasses and Instruments (143/150), DF and WT (81/100), Signals (40/50), Maps and Charts (99/100), Meteorology (92/100), Photography (94/100) and Reconnaissance (81/100). Overall he was second in the whole class of 41. "An excellent chap in every way. Hard working, reliable, good appearance, university graduate (honour in engineering)." (W.S. Stapley, Chief Instructor, 8 November

1940).

At No.1 BGS he was on Battle aircraft (11.50 bombing by day, 3.05 gunnery by day). Average bombing error was 185 yards in all exercises, best error was 122 yards. Average error in low level bombing was 101 yards. Did not take gunnery tests. Graduated fifth in a class of 36 - "Excellent type - aggressive and thoroughly reliable. This pupil should make an outstanding Air Observer."

At No.1 ANS he flew 2.35 day as first navigator, 9.55 day as second navigator, 2.50 night as first navigator, 10.25 night as second navigator. Placed fourth in a class of 36. "An excellent student with a thorough knowledge of all navigation subjects."

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McIVER, F/O Malcolm (J11107) - **Distinguished Flying Cross** - No.106 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2610/43 dated 17 December 1943. Born in Toronto, 4 February 1920; home there. Educated at Easy York Collegiate. Attained Senior Matriculation plus one year of Teacher's College. Bank Clerk for Bank of Commerce, 1936-1938; Grocery Clerk (Loblaws), 1939-1940. Militia service under National Resources Mobilization Act, 20 May to 22 July 1941 with all time spent at No.23 Basic Training Centre, Newmarket, Ontario. Enlisted in RCAF, Toronto, 25 July 1941 and posted to No.4A Manning Depot. To No.3 ITS, 1 September 1941; graduated and promoted LAC on 7 October 1941; to No.10 AOS, 10 October 1941; to No.1 BGS, 16 January 1942; graduated and promoted Sergeant, 28 February 1942; posted that date to No.2 ANS; graduated and commissioned 30 March 1942. To "Y" Depot, 31 March 1942; to RAF overseas, 30 April 1942. Embarked from Canada, 1 May 1942. Disembarked in Britain, 12 May 1942. To No.2 (O) AFU, 15 June 1942. To No.29 OTU, 2 August 1942. Promoted Flying Officer, 1 October 1942. To No.9 Conversion Flight, 21 October 1942. To No.1661 CTU, 9 November 1942. To No.106 Squadron, 4 February 1943. To No.1485 Bombing and Gunnery Flight, 9 September 1943. To No.1660 Conversion Unit, 15 February 1944. Promoted Flight Lieutenant, 30 March 1944. To Station Warboys, 23 April 1944. To No.1655 Mosquito Training Flight, 30 April 1944. Killed 13 May 1944 in flying accident (Oxford DF517) while with No.1655 Mosquito Training Unit; aircraft was on a cross-country flight when it encountered severe turbulence, broke up and crashed west on Melton Mowbray. DFC presented to next of kin, 12 December 1944. RCAF photo PL-34560 taken after the DFC was presented to his parents (Mr. and Mrs. N. McIver) and sister (Mrs. W.J. Desmond Partridge), Government House, Ottawa.

This officer has completed a tour of operational duty during which he has displayed outstanding ability and the greatest keenness and enthusiasm for his work. He has taken part in attacks on many of the major targets in the Ruhr Valley as well as the more distant objectives in Germany and Italy. He participated in a successful attack on Friedrichshafen and returning from North Africa materially assisted his pilot in the raid on Spezia. Flying Officer McIver

has performed his navigational duties with skill, accuracy and steadiness, setting a fine example to the other navigators in the squadron.

Note: Application for RCAF Operational Badge dated 20 April 1944 stated he had flown 30 sorties (201 hours 35 minutes) with No.106 Squadron.

On 17 April 1944 he signed a letter stating that he waived leave in Canada pending commencement of a tour of operations on Mosquitos.

Training:

Interviewed on 29 April 1941 by F/O R. Key. Noted his sports (basketball, rugby, tennis), dress (conservative, clean and neat), and personality (confident, mature, pleasant). "Clean cut chap, above average education. Keen and alert. Good appearance. Will develop under training into excellent aircrew material."

Course at No.3 ITS was 1 September to 7 October 1941. Courses and marks as follows: Mathematics (91/100), Armament, practical and oral (84/100), Signals (98/100), Drill (85/100), Law and Discipline (48/60), Hygiene and Sanitation (39/40). Placed third in a class of 23 Observer candidates. "Smart appearance. Keen and alert. Good educational background. Confident. Good personality. Impressive. Commission material." (W/C D.D. Findlay)

Course at No.10 AOS was 13 October 1941 to 19 January 1942. Flew in Anson aircraft (19.45 by day as First Navigator, 30.30 by day as second navigator, 7.30 by night as first navigator, 7.05 by night as second navigator). Also three hours on bombing exercises. "A dependable man in the air." Ground courses and marks were DR Plotting (129/150), DR and DF written (185/200), Compasses and Instruments (145/150), Signals (100/100), Bombing (95/100), Maps and Charts (84/100), Meteorology (75/100), Photography (91/100), Reconnaissance (97/100). Placed third in a class of 18. Described as exceptional and recommended for both a commission and instructor duties.

Course at No.1 BGS was 19 January to 28 February 1942. Flew in Battle aircraft - 11.50 by day on bombing, 2.50 by night on bombing, 6.55 by day in gunnery. Dropped 24 bombs high level and eight bombs low level. Fired 1,040 rounds air-to-air. Placed first in a class of 23. "A very bright youngster, will quickly learn to take initiative and responsibility." (G/C G.E. Wait).

Course at No.2 ANS was 2 March to 30 March 1942. Flew 6.55 as first navigator (day), 6.40 as second navigator (day), 7.40 as first navigator (night) and 11.50 as second navigator (night). Tied for eighth position in a class of 67.

Course at No.29 OTU was 4 August to 10 October 1942. Flew 27.40 day and 37.40 night at first navigator. Using Loop aid he made 48 Position Lines and five Fixes, carried out seven Target Location exercises of which five were successful. Assessed in DR ("average"), Log Keeping

("above average") and Astro work ("average - needs pepping up". Overall described as "Average navigator - slight tendency to inaccuracy in his work - makes goos use of all navigational aids except Astro. His work in general is good but seems to have 'Dropped off' slightly during the last few weeks of course. Should make a good observer." (F/L P. Lester) Also fired 200 rounds on 25-yard range.

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McIVOR, P/O Donald Wilson (J85628) - **Distinguished Flying Cross** - No.576 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 19 April 1921 at Tramping Lake, Saskatchewan; home in Rockhaven, Saskatchewan; enlisted in Saskatoon, 8 January 1942. To No.2 Manning Depot, 27 January 1942. To Calgary, 10 April 1942. To No.4 ITS, 9 May 1942; graduated and promoted LAC, 17 July 1942; to No.5 EFTS, 29 August 1942; graduated 23 October 1942 and posted next day to No.7 SFTS; graduated and promoted Sergeant, 19 February 1943. To "Y" Depot, 5 March 1943; to RAF overseas, 8 March 1943. Commissioned 24 March 1944. Promoted Flying Officer, 24 September 1944. Repatriated 13 August 1945. Released 4 October 1945. Invested with award 23 April 1949. Died in Calgary, 18 August 1998 as per **Legion Magazine** of March 1999. 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 1 July 1944 when he had flown 30 sorties (151 hours 30 minutes), 25 February to 24 June 1944.

25 February 1944 - Augsburg
15 March 1944 - Stuttgart
18 March 1944 - Frankfort
22 March 1944 - Frankfort
24 March 1944 - Berlin
30 March 1944 - Nuremburg
18 April 1944 - Rouen
20 April 1944 - Cologne
22 April 1944 - Dusseldorf
24 April 1944 - Karlsruhe
26 April 1944 - Essen
27 April 1944 - Friedrichshaven
30 April 1944 - Maintenon
3 May 1944 - Mailly
7 May 1944 - Rennes St.Jacques
9 May 1944 - Mardyck
11 May 1944 - Hasselt
21 May 1944 - Duisburg
22 May 1944 - Dortmund
24 May 1944 - Aachen

27 May 1944 - Aachen
6 June 1944 - Vire
9 June 1944 - Flers
12 June 1944 - Gelsenkirchen
14 June 1944 - Le Havre
16 June 1944 - Sterkrade
17 June 1944 - Aulnoye
19 June 1944 - Minoyecques
22 June 1944 - Saintes
24 June 1944 - Flers

Pilot Officer McIvor has completed thirty operational sorties as captain of a Lancaster bomber. He has attacked heavily defended targets in Germany and in enemy occupied Europe, including Berlin, Stuttgart and Nuremburg, and targets in the Ruhr.

Pilot Officer McIvor's commendable courage and devotion to duty has inspired a high standard of morale in his crew and I strongly recommend his for the award of the Distinguished Flying Cross.

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McJANNET, FI/O Ruth Jean (V30170) - **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. Enlisted 1 December 1941 as Telephone Operator. To Training Depot, 12 December 1941. To No.5 SFTS, 10 January 1942. Promoted AW1, 4 March 1942. Reclassified in Administration Branch, 21 March 1942 and promoted Corporal that date. To No.6 SFTS, 23 March 1942. To No.6 Manning Depot, 3 July 1942. To No.7 Manning Depot, 24 July 1942. Commissioned 4 January 1943. To RCAF overseas, November 1943. Promoted Flight Officer, 11 July 1944. Repatriated 5 September 1945. Released 16 October 1945, to live in Montreal. Married Donald Carr-Harris in 1947. 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. RCAF Press Release 6767 (date uncertain) has a long account of her experiences as an Intelligence Officer:

To be an intelligence officer with the Royal Canadian Air Force, to plot and interrogate bomber crews on their target and to finally see the destruction which resulted from these sorties is the experience of Flight Officer Ruth McJannet of Toronto and Burwash, Ontario.

On the 18th of July 1945, Flight Officer McJannet was taken on a flight over the ruins of the German cities whose names and positions as targets she had come to

know well. She went down to the briefing room but this time she was actually “in it”. In a letter to her family she describes her reactions to this flight.

“We went down to the crew rooms and drew full harness plus ‘chute and went away to the crew bus and off on the ‘drome. We took off in a Lanc, ‘L’ for Love, at 1200 (noon). This was the routine:-

“Base (which was Topcliffe) - Deal - Calais - Vimy Memorial - Liege - Aachen - Duren - Julich - Duren - Remagen - Bonn - Welsling - Cologne - Leverkusen - Dusseldorf - Walcheren Island (Middleburg, the capital of Flushing),xford Mess , and back to base. 1,300 miles and landed at base at 1925 hours (7.25 p.m.) Completely exhausted and my neck sore from craning it. We were treated to our first official ‘ops meal’ in the Sergeants aircrew mess , and boy were those fried eggs good.’

Before the trip was definite there was a period of time when Ruth was praying for fine weather; however, all turned out well. She goes on to describe the trip in detail; “Wednesday was perfect - very few clouds and visibility unlimited. The English Channel from Dover to Calais (21 miles) was covered in about three minutes, and the coast line was clear. I’ve plotted bombing frames for a year and a half and even so I was surprised that I could pick out all the detail and remember - harbours, factories and aiming points that our squadron has attacked.

“The sun was shining through a very high stratus cloud when we got to Vimy - what a memorial - shining white and very high. We orbited four times from 2,000 feet down to zero on the clock. I suppose about 500 feet was the lowest. From there southeast to Liege and on down the Rhine.

“We never went higher than 2,000 feet (except over the sea on the way back) and believe me, the pictures you see on the screen and the photographs in magazines will never do that devastation justice. How Germany could ‘take it’ for so long is an utter and complete mystery. Square miles of cities flattened - the Krupps Works a heap of scattered iron - Cologne desolate - the cathedral still stands and you can see it from Bonn, the spires sticking up like sore thumbs from the ruined city. The whole city slopes down to the harbours and the Rhine. There was a convoy, with stars on the top of all the vans, moving through the main street, and **that was all that was moving in the city !** No cars, no people, no smoke stacks, no nothing. We could see right through the cathedral. It was never actually hit but the glass was completely shattered by the blasts. **Every** building is either flattened or hardly even a shell.

“Duren and Julich are the same. Aachen is just as bad. On the whole of the Rhine there isn’t a bridge left whole. Now they have put up suspension bridges at

Cologne and Dortmund, but the remains of the others are still there, ruined. Hamm with the largest rail centre and goods yards is in pretty good shape - EXCEPT for the railway/ It's just ploughed into the ground and we could see gangs working on it. As a matter of fact I was a bit infuriated to see so much left of Hamm.

“Walcheren Island was horrible and fantastic. The whole island is submerged. We could see what would have been good crops, and looking closely saw the whole thing under several feet of water. Middleburg and Flushing ? Well, there the water is right up to and past the window sills of the houses, with nothing visibly moving except the ripples on the water. It will take generations to restore these places, if ever/

“By the time the White Cliffs of Dover were in sight I felt that if I saw another thing I wouldn't be able to remember it. For the most part I was in the bomber's position in the nose of the aircraft, but after about 3 ½ hours I started to move around and was in all the turrets, co-pilot's seat and wireless air gunner's position. They tell me it was pretty bumpy flying weather, but I didn't have time to think about being air-sick. Sally (Flight Officer Sally Morton, also an RCAF WD intelligence officer) left me just as we approached the Rhine and she didn't see much after that. Three of the men were a bit upset, but I had literally the most wonderful time of my life.”

Miss McJannet has had a varied career both in her prewar days and in the RCAF. She enlisted in the CWAAF as it was then known in December 1941, as an Airwoman, Second Class, telephone operator. After four weeks training she was posted to Brantford, Ontario, arriving with the first contingent and she found herself back in the training school in Toronto taking a course in Administration, a nebulous trade which seemed to include everything from office work to nursemaid. Four more weeks, this time of intense training and drill and RCAF procedure and she graduated as a Corporal “Admin” and left for her new post in Dunnville, Ontario, where she was responsible to the WD officer in charge for the discipline and welfare of the airwomen on that station.

In July 1942, Corporal McJannet was commissioned as a WD officer and posted to Rockcliffe Air Station where she was active for over a year in training WD recruits at the Manning Pool there. In the fall of 1943, when the numbers of WD recruits began to meet the requirements for the service, she was transferred from the Administrative Branch to that of Intelligence, a post to which few of the Women's Division were appointed.

Tall, fair and friendly, Miss McJannet was well qualified for a position of considerable responsibility, which would take a great deal of stamina and

perseverance. In October 1943, she left for overseas with nine other WD Intelligence Officers. Up to this time they were not sure what their job would entail, although they knew that a great deal of their work would be "Top Secret". At their arrival in England, they took special courses with the RAF and were then posted to various units. McJannet went to the famous No.6 (RCAF) Bomber Group in Yorkshire. The stations where she served are all well known to members of the RCAF in England - Linton, Croft, Middleton St. George and Tholthorpe.

The work was exacting and difficult. Although trained to interrogate returning crews from bombing trips, Ruth found it difficult as women were not entirely accepted in this field. By her capability she eventually became one of the two WD officers in her Branch who did interrogation. On duty at all hours of the day and night, they were on hand whenever the great bombers returned from their missions. They waited up when a bomber was late, and interrogated them quickly so that the crew could get away to their well earned rest. All possible information had to be gleaned with speed. The work was not glamorous. The crews were tired and often grimy, the reports frequently routine and monotonous. But no stone was left unturned. All information was gathered together and returned to Headquarters in a condensed report, used in conjunction with other reports and built into an overall picture of the war in Europe as seen from Bomber Command.

Interrogation and compiling reports was only part of Ruth's job. Each staff command had a "Gen Room" where the latest information on the war in the air was assembled. She kept the information on enemy fighter aircraft, positions of Allied armies and disposition of enemy air forces up-to-date. She gave lectures to aircrew on new methods and gadgets. The supplies of maps to 15 navigators was another of her responsibilities.

It was a difficult life for a girl. There was little time for fun. Her name appeared on the duty roster on an equal basis with those of the male intelligence officers. She soon became accustomed to feelings and the weariness which crews of the bombers experienced in their long and hazardous trips over the continent. Familiar with maps and photographs of targets, with plans and briefings, with late hours, of long waits and with the final successes and great disappointments, she became an accepted member of her particular squadron in the bomber group. The crews accepted her as one of themselves, a high tribute to her character.

Flight Officer, now Miss, Ruth McJannet has been back in Canada for over two months. She is planning on living in Toronto, where she worked with the Connaught Laboratory prior to her enlistment. The daughter of Mr. And Mrs. William McJannet of Burwash, Ontario, she was well known in amateur musical circles in Toronto as a talented violinist.

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McKAY, P/O Donald Hugh Allan (J92459) - **Distinguished Flying Cross** - No.417 Squadron - Award effective 3 June 1945 as per **London Gazette** dated 12 June 1945 and AFRO 1219/45 dated 27 July 1945. Born 19 April 1920 in Beverley, Saskatchewan; home there (farmer); enlisted in Regina, 30 January 1941 as Aero Engine Mechanic and posted to No.2 Manning Depot. To Technical Training School, St. Thomas, 26 February 1941. Promoted AC1, 9 August 1941. To No.2 SFTS, 9 September 1941. Promoted LAC, 9 November 1941. Remustered to aircrew and posted to No.5 ITS, 12 September 1942; to No.13 EFTS, 5 December 1942; to No.13 SFTS, 30 January 1943; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 25 June 1943. Embarked from New York, 30 June 1943. Disembarked in Britain, 7 July 1943. To No.17 (Pilots) AFU, 7 September 1943. To No.9 (Pilots) AFU, 8 January 1944. To No.5 Personnel Despatch Centre, 8 February 1944. Embarked from England, 19 February 1944; disembarked in Egypt, 7 March 1944. To No.71 OTU, Ismailia. 15 April 1944. To No.22 Personnel Transit Centre, 4 June 1944. To D.A.F/ Flight, 11 July 1944. To No.417 Squadron, 21 July 1944. Commissioned 16 September 1944. Promoted Flying Officer, 16 March 1945. To United Kingdom, 29 May 1945, arriving there 11 June 1945. Repatriated to Canada, 5 August 1945. Released 14 September 1945. Died in Swift Current, Saskatchewan, 15 March 1975. Award presented 18 June 1949.

Pilot Officer McKay has proved himself throughout his tour to be a consistently courageous and successful fighter pilot. Although on several occasions his aircraft has been severely damaged by anti-aircraft fire, he has at all times pressed home his attacks, achieving much success. Pilot Officer McKay has been responsible for much damage and destruction to enemy transport, rolling stock and gun positions. He has also been an outstanding and gallant deputy flight commander and formation leader.

Notes: On repatriation form dated 16 July 1945 he stated he had flown 159 sorties (198 hours ten minutes) plus 160 hours 20 minutes non-operational. Last sortie was 6 April 1945. Types flown overseas were Master (73.00), Harvard (8.45), Hurricane (23.55) and Spitfire (252.50).

Training: Course at No.5 ITS was 14 September to 7 November 1942. Courses in in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas, Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 813 points of a possible 1,000. Placed 15th in a class of 118. "Not particularly impressive; inclined to be slow. Needs to smarten up a lot."

Course at No.13 EFTS was 7 December 1942 to 5 February 1943. Finch II aircraft - 8.50 dual to first solo, 29.10 day dual, 26.45 day solo, 3.00 night dual, 2.00 night dual. Was 7.10 on instrumts. Logged 13 hours in Link. Courses in Navigation, Airmanship, Armament (written), Aircraft Recognition, and Signals (practical). Scored 540 points of a possible 700. Placed ninth in a class of 30. "Attitude average, average to above average performance, slow responding to

instruments/ Aerobatics and spins weak.”

Course at No.13 SFTS was 22 February to 11 June 1943. Harvard II aircraft - 6.55 dual to first solo, 68.20 day dual, 82.15 day solo, 7.25 night dual, 13.40 night solo. Was 26.35 on instruments and 13.15 in formation. Logged 20 hours in Link. Courses in Navigation, Airmanship, Armament (written and practical), Signals (written and practical) and Meteorology. Scored 571 points of a possible 750. Placed 28th in a class of 55. “Average. Aerobatics rough. Low flying weak. Average instrument pilot. Not recommended for commission.” Scored 74 percent in Link.

Course at No.5 (Pilots) AFU was 8 January to 6 February 1944. Master II aircraft - 5.05 day dual to first day solo, 29.40 total dual, 18.20 solo, one hour night dual to first night solo, total 5.00 night dual, 20.00 night solo. Was 3.35 on instruments and 3.55 in formation. Flying tests in General Flying (210/400), Applied Flying (120/200), Instrument Flying (140/250), Night Flying (55/100) and Link (30/50). “Below average as pilot. Flying generally lacks polish. Should become an average pilot with experience on operational types, Night flying average, requires dual check before solo on operational type. Gunnery - line and deflection unsteady.” (S/L E.C. Oldfield).

Course at No.71 OTU was 17 April to 27 May 1944. Flew Harvards (6.30 dual, 2.15 solo), Hurricanes (19.55) and Spitfires (23.25). Was 30 minutes on instruments and 13.50 in formation. Logged 4.30 in Link. Flying tests in General Flying (230/400), Applied Flying (70/150), Instrument Flying (145/250) and Link (29/50). Ground examinations in Airmanship (221/300), Armament (256/300), Meteorology (82/100), Navigation (174/200) and Signals (93/100). “Average pilot, no outstanding qualities or faults.”

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McKAY, F/O Glen Carson (J19619) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 8 August 1920, Vulcan, Alberta; home there (farmer); enlisted in Calgary, 18 March 1942; to No.3 Manning Depot, 31 March 1942; to No.7 SFTS, 22 May 1942 (guard duty); to No.7 ITS, 4 July 1942; graduated and promoted LAC on 28 August 1942 but not taken on strength of No.6 EFTS until 10 October 1942; may have completed course by 4 December 1942 but not taken on strength of No.10 SFTS until 27 December 1942; graduated and promoted Sergeant, 16 April 1943. To “Y” Depot, 30 April 1943; to RAF overseas, 26 May 1943. Commissioned 1 January 1944. Promoted Flying Officer, 15 June 1944. Repatriated to Canada, 14 December 1944. Released 8 February 1945. Presented 9 July 1949. Died in Vulcan, 14 March 2000 as per **Legion Magazine** of November 2000. 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.3080 (RG.24 Vol.20636) has recommendation (undated); he had flown 40 sorties (194 hours five minutes), 15 March to 31 August 1944.

Throughout his tour of operations, Flying Officer McKay has completed numerous sorties of a varied nature. He has invariably displayed a high degree of skill, courage and resolution. Throughout all his tour Flying Officer McKay has completed his allotted task with keenness and exactitude, setting a fine example of devotion above the normal call of duty.

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McKAY, Sergeant James Allan (R66658) - **Mention in Despatches** - No.9426 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. Fitter/Armourer, NCO in charge of Armament, Repair and Inspection Section. Born 11 August 1915. Home in Westmount; enlisted in Montreal, 22 June 1940; to "E", 5 June 1940. Promoted AC1, 11 November 1940. To No.1 BGS, 12 November 1940. Promoted LAC, 1 April 1941. To Halifax, 3 November 1941. To No.123 (Army Cooperation) Squadron, 19 February 1942. Promoted Corporal, 1 March 1942. Promoted Sergeant, 1 May 1942. To No.6 Repair Depot, 30 May 1942. Promoted Sergeant, 23 June 1942. To "Y" Depot, 29 March 1943; to RAF overseas, 15 May 1943. Repatriated 18 June 1945; to No.8 OTU, 19 June 1945; to Greenwood, 31 July 1945 for "Tiger Force"; to "Y" Depot, 4 September 1945. Released 8 September 1945. Recommendation found in DHist file 181.009 D.1719 (PAC RG.24 Vol,20606), drafted when he had spent 35 months in Canada, 15 months overseas.

Sergeant McKay has proven a mainstay of the Repair and Inspection Echelon in which he serves. His devotion to duty and unflagging interest in his trade has had a marked effect on his section, and has been of great inspiration to his men.

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McKAY, F/L William Angus (C23507) - **Mention in Despatches** - No.203 Squadron (AFRO gives only "Overseas" as unit) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in Winnipeg, 27 April 1914; theology student and then United Church minister in Winnipeg, Hudson and Lac Seul. Enlisted in Winnipeg, 13 September 1940. To No.2 Training Command, 10 October 1940. To No.2 ITS, 17 October 1940; graduated and promoted LAC, 21 December 1940; to No.6 EFTS, 22 December 1940; posted elsewhere, 6 April 1941, promoted Sergeant and apparently employed as an instructor; to No.5 Manning Depot, 7 October 1942; to No.6 SFTS, 6 November 1942; graduated and commissioned 5 February 1943. To No.31 ANS, 13 February 1943. To "Y" Depot, 8 May 1943. To RAF overseas, 26 May 1943. Promoted Flying Officer, 5 August 1943; promoted Flight Lieutenant, 5 February 1945. Repatriated to Canada, 5 September 1945. Released 18 October 1945, settling in St. Vital, Manitoba. Certificate sent 16 August 1948 to home in Elmira, Ontario. Earned his M.A. and Ph.D. at University of Toronto. He served at Leaside and Dunbarton-Fairport United Churches, and later taught history at Scarborough College. Died in Port Perry, Ontario, 27 December 2007.

RCAF Press Release 714 of 19 May 1945 (Directorate of History and Heritage, 74/411) recounted an event which probably earned for him his Mention in Despatches:

PARACHUTES BRING BRAKELESS LIBERATOR TO REST

As a damaged RAF Liberator touched down at a Ceylon airfield with the brakes out of order, a couple of parachutes came out of the beam gunner's windows, opened, and checked the speed of the aircraft.

During an attack by Liberators of the Indian Ocean Air Force on Japanese shipping in the Andaman Sea, this aircraft was hit by a barrage of defensive fire, but continued its bombing run and straddled the vessel.

“We were so keen on pressing home the attack that we hardly noticed that we'd been hit”, said the pilot, F/L W.A. McKay of 14 Park Street, Elmira, Ontario, “but when we pulled out we found that the starboard engine had been damaged, the brakes put out of order and a cannon shell had ripped a large size hole in the tail. Fortunately the engines were all right, but it was obvious that landing was going to be a nasty business.”

As the Liberators approached home, over 800 miles from the target, F/L McKay warned the aircraft control personnel by radio that there might be trouble.

“As we approached the airfield”, said his RAF second pilot, “F/L McKay ordered the crew well back. He also instructed that a couple of parachutes should be anchored to the beam guns and should be thrown out as soon as we touched down. The scheme worked and we made a good landing with no starboard brake and a shattered wheel.”

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McKAY, W/C William Arthur (J15175) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born 7 August 1919 in Edmonton; educated in Vancouver. Auto mechanic for provincial government. Enlisted in Vancouver, 26 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 3 November 1940; posted that date to No.8 EFTS; graduated 22 December 1940 and posted that date to No.4 SFTS; graduated and promoted Sergeant, 17 March 1941. To Embarkation Depot, 27 March 1941; to overseas, 5 April 1941. To No.21 OTU, 26 April 1941. To No.405 Squadron, 20 June 1941. Commissioned 27 January 1942. To No.26 OTU, 20 April 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, simultaneous promoted to Squadron Leader, 7 November 1942 when posted to No.427 Squadron. To No.432 Squadron, 1 May 1943. Promoted Wing Commander, 30 July

1943. To RCAF Overseas Headquarters, 30 May 1944. Repatriated to Canada, 23 June 1944. To No.5 OTU, 27 July 1944. Award presented 26 September 1944. To No.8 Release Centre, 1 May 1945; released 14 May 1945. Returned to RCAF in Vancouver as a Chipmunk instructor, 1 September 1951 to 17 October 1953, with rank of Wing Commander (131153). RCAF photo PL-25095 shows (left to right) F/L J.R. Price, DFC (Indian Head, Saskatchewan), F/O R.A. Henry, DFC (Toronto), P/O C.T. Butler, DFM (North River, Prince Edward Island), P/O D.W. Storms, DFM (Emerson, Manitoba), standing left to right are F/O H.P. Higgins, Croix de Guerre (Verdun, Quebec), W/C W.A. McKay, DFC (Vancouver), F/L J.E. McCormack, DFC, AFC (Estevan), F/O L.M. McKinnon, DFM (Revelstock). RCAF photo PL-26907 (ex UK-8806 dated 6 March 1944) show his wedding, 4 March 1944 to Section Officer Phyllis Thompson (Toronto, Intelligence Officer at his base). RCAF photo PL-26909 (ex UK-8808 dated 6 March 1944) taken at same event. RCAF photo PL-26908 (ex UK-8807) taken on same occasion, shows McKay and Thompson at left, with other present being S/L Bob Hess, DFC (Iroquois, Ontario, best man), Section Officer Claire Maxfield (Luton, Bedfordshire, Maid of Honour), and F/L H.J. Launt (Toronto, gave bride away). RCAF photo PL-28926 (ex UK-10054 dated 24 April 1944) show W/C W.A. McKay, Vancouver (centre), G/C H.H.C. Rutledge (left) and F/L R.W. Duncanson (Edinburgh, flight engineer). No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.1513 (RG.24 Vol.20600) has recommendation for an immediate DFC dated 22 January 1944. He had flown 30 sorties (174 hours 15 minutes). First tour was 24 July 1941 to 5 April 1942 (22 trips, 124 hours 45 minutes); second tour to date was eight sorties (49 hours 30 minutes), 30 May 1942 to 26 November 1943 (but no sorties between 31 July 1942 and 30 January 1943, and again none from 30 January 1943 to 22 June 1943, or 24 July 1943 to 26 November 1943).

Wing Commander McKay has completed a tour of operations and now has eight sorties on his second tour. Practically all of his sorties have been against strongly defended targets which have included Essen, Bremen, Dusseldorf, Hamburg and Berlin.

During the period the squadron was waiting to convert on fours, they were largely engaged on mining and through his direction became quite expert at the task, their work being of a consistently high order. His squadron converted to four engine aircraft and the crews were trained and placed in the line in record time, well ahead of schedule.

He has set an example of skilful pilotage, cool judgement and determination, which have been an inspiration not only to his crew, but to all other personnel under his command. He has shown great devotion to duty.

The sorties listed were as follows:

First Tour

24 June 1941 - Brest (6.30, second pilot)
12 August 1941 - Magdeburg (2.10, second pilot, incomplete)
14 August 1941 - Rotterdam (3.50, second pilot)
16 August 1941 - Cologne (4.55, second pilot)
7 September 1941 - Emden (4.20, second pilot)
10 September 1941 - Turin (8.10, second pilot)
12 September 1941 - Frankfurt (6.10, second pilot)
15 September 1941 - Hamburg (4.25, second pilot)
19 September 1941 - Rotterdam (5.00, second pilot)
29 September 1941 - Stettin (8.25, second pilot)
31 October 1941 - Dunkirk (4.00)
4 November 1941 - Dunkirk (3.50)
7 November 1941 - Berlin (5.35)
9 November 1941 - Hamburg (6.05)
30 November 1941 - Hamburg (7.00)
16 December 1941 - Wilhelmshaven (4.15)
22 December 1941 - Wilhelmshaven (4.25)
17 January 1942 - Bremen (5.10)
3 March 1942 - Paris (6.30)
10 March 1942 - Essen (4.25)
26 March 1942 - Essen (5.20)
28 March 1942 - Lubeck (7.00)
5 April 1942 - Cologne (7.25)

Second Tour

30 May 1942 - Cologne (5.00)
1 June 1942 - Essen (3.00)
25 June 1942 - Bremen (7.00)
28 July 1942 - Hamburg (2.00)
31 July 1942 - Dusseldorf (2.00)
30 January 1943 - Moleing-Oldenburg (5.00)
22 June 1943 - Mulheim (20 minutes, rear turret unserviceable)
26 June 1943 - Brest, mining(4.00)
3 July 1943 - Cologne (7.00)
24 July 1943 - Hamburg (5.50)
26 November 1943 - Berlin (7.50)

Notes: Application for Operational Wing dated 20 December 1943 gave his flying as 32 sorties, 24 July 1941 to 27 November 1943, and total flying to that date was 528 hours 25 minutes. Later dated 3 June 1944 (when repatriated) stated he had flown 41 sorties and a total of 700 hours (270 operational).

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McKAY, F/O William Hugh (J18054) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1822/45 dated 7 December 1945. Born 29 April 1921 in Toronto; home there (student); enlisted there 17 October 1940. Posted to No.1 ITS, 10 November 1940; graduated and promoted LAC, 8 December 1940; to No.1 Manning Depot that date; to No.1 WS, 4 January 1941; taken on strength of No.4 BGS, graduated 26 May 1941; graduated and promoted Sergeant, 23 June 1941. To Embarkation Depot, 24 June 1941; to RAF overseas, 19 July 1941. Commissioned 12 July 1943. Promoted Flying Officer, 21 January 1944. Repatriated 2 August 1945. Released 5 October 1945. Medal sent by registered mail, 9 December 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.2618 (RG.24 Vol.20627) has recommendation by W/C K.A. France dated 16 April 1945 when he had flown 12 sorties (78 hours 30 minutes) on a second tour lasting 8 March to 10 April 1945.

The above-mentioned officer has completed twelve operational sorties with this squadron on his second tour. During a very long tour this officer has displayed exceptional coolness and above average ability as a Wireless Operator.

Many of the sorties in which this officer has participated have been long and hazardous but he has always met and surmounted every difficulty. His skill and exceptional tenacity of purpose have inspired the crew and has been an example to all wireless operators in this squadron.

For his keenness and fine offensive spirit, Flying Officer McKay is strongly recommended for an award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

8 March 1945 - Hamburg (6.20)
11 March 1945 - Essen (6.25, day)
12 March 1945 - Dortmund (6.35, day)
13 March 1945 - Wuppertal (5.50, day)
14 March 1945 - Zweibrucken (7.20)
15 March 1945 - Hagen (6.40)
18 March 1945 - Witten (8.15)
21 March 1945 - Rheine (5.35, day)
22 March 1945 - Dorsten (5.19, day)
24 March 1945 - Gladbach (6.10, day)
25 March 1945 - Munster (6.10, day)
10 April 1945 - Leipzig (8.00, day)

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McKAY, WO1 William Sutherland (Can 1941) - **Mention in Despatches** - No.4 Repair Depot - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 15 November 1908 in Queensland, Australia; educated at Rideauview Public School, Manotick High School, Glebe Collegiate and Boston Technical School. Enlisted in Ottawa, 11 July 1934. As of 1 September 1939 he was a Sergeant, probably in Toronto. To No.6 Repair Depot, 22 April 1940. Promoted Flight Sergeant, 1 May 1940. Promoted WO2, 1 July 1941. To No.4 Repair Depot, 13 September 1941. Promoted WO1, 1 April 1942. To Scodouc, 14 July 1945; to Greenwood, 29 September 1945. To Technical Training School, 10 February 1946. Remained in postwar RCAF, retaining rank of Warrant Officer, as of 1 October 1946. Died in Pembroke, aged 85, 25 November 1991.

This warrant officer has displayed exceptional ability and devotion to duty in the organization and efficient operation of the electrical repair section at his unit.

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McKEAN, F/O Graeme Thomas (J86029) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 23 August 1922 in Collingwood, Ontario; home Bingham, Maine (mine worker); enlisted in Toronto, 15 December 1941. To No.1 Manning Depot, 11 January 1942. To No.8 EFTS (non-flying duty), 12 February 1942. To No.3 ITS, 9 May 1942; graduated and promoted LAC, 4 July 1942; to No.17 EFTS, 14 August 1942; graduated 9 October 1942 and posted next day to No.8 SFTS; graduated and promoted Sergeant, 5 February 1943. To "Y" Depot, 19 February 1943; to RAF overseas, 9 March 1943. Commissioned 27 April 1944. Promoted Flying Officer, 27 October 1944. Repatriated 2 December 1944. To No.1 Air Command, 16 January 1945. To Release Centre, 18 February 1945; to Mountain View, 10 April 1945; to Release Centre, 24 October 1945; released 31 October 1945. Returned to RCAF service 14 November 1951 as Chipmunk instructor in Montreal; released 7 May 1952. RCAF photo PL-33060 (ex UK-15453 dated 2 October 1944) shows F/O G.T. McKean, Thornbury, Ontario at left; F/O Don Stewart, Ville St. Pierre looking pensive before interrogation. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1750 (RG.24 Vol.20608) has recommendation (undated, about mid-October 1944) when he had flown 35 sorties (167 hours 40 minutes) between 2 June and 26 September 1944.

As pilot and captain, Pilot Officer McKean has completed a large number of sorties against dangerous and difficult targets. He has invariably displayed a high degree of skill, courage and resolution, qualities which have on more than one occasion enabled him to complete his mission in the face of heavy odds. He is an ideal leader whose example at all times has been an inspiration to other squadron

personnel.

The sortie list was as follows (some names or spellings suspect):

2 June 1944 - Neuf Choane (3.50)
5 June 1944 - Houlgate (4.45)
7 June 1944 - Archeres (4.40)
9 June 1944 - Le Mans (5.45)
14 June 1944 - St. Pol (3.45)
16 June 1944 - Sterkrade (4.35)
21 June 1944 - St. Martin (4.00)
23 June 1944 - Bientques (3.40)
27 June 1944 - Donval (4.05)
28 June 1944 - Metz (7.05)
1 July 1944 - Biennais (3.40)
4 July 1944 - Biennais (3.40)
13 July 1944 - Nucourt (4.05)
3 August 1944 - Foret de Nieppe (4.00)
4 August 1944 - Bois de Cassant (4.25)
5 August 1944 - St. Leu d'Esserent (4.30)
7 August 1944 - La Hogue (4.25)
8 August 1944 - Foret de Chantilly (4.45)
9 August 1944 - Foret de Nieppe (4.40)
10 August 1944 - La Pallice (7.00)
12 August 1944 - Mont Richard (6.00)
14 August 1944 - Tassily (4.05)
15 August 1944 - Brussels (3.55)
18 August 1944 - Kiel (5.10)
25 August 1944 - Brest (4.40)
27 August 1944 - Mimoyceques (3.10)
28 August 1944 - Ouefes Cerries (3.35)
31 August 1944 - Ile Cezembre (5.30)
11 September 1944 - Le Havre (4.55)
12 September 1944 - Wanne Eickel (4.55)
25 September 1944 - Calais (3.45)
26 September 1944 - Calais (3.50)

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McKECHNIE, F/L Donald Sadler (J35153) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born in Chauvin, Alberta, 3 March 1923; home in Edmonton; enlisted there 30 June 1941. Trained at No.2 ITS (graduated 2 January 1942), No.15 EFTS

(graduated 13 March 1942) and No.3 SFTS (graduated 17 July 1942). Commissioned September 1943. Flew tours with Nos.7 and 115 Squadrons. Medal presented 3 August 1946. Postwar he attended University of Alberta; rejoined RCAF, September 1948 (120159). Took a course for flying instructors and then joined staff of Flying Training School, Centralia, Ontario. In July 1951 went to Flying Instructors School, Trenton (instructor); September 1952 to AFHQ (intelligence staff officer); July 1954 to August 1956 on exchange duties with USAF, Ent Air Force Base, Colorado. On his return to Canada he took further training at No.3 Advanced Flying School (Gimli), No.1 AFS (Saskatoon) and No.3 (All Weather) OTU, Cold Lake. To No.416 Squadron as Flight Commander, August 1957 to September 1960. Attended RCAF Staff College to June 1961, and then to Directorate of Postings and Careers, AFHQ, by which time he had attained rank of Wing Commander. Retired in 1977. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." NOTE: An RCAF press release dated February 1963 credits him with a Bar to DFC, but this is not correct. Public Records Office Air 2/9038 has recommendation dated 20 October 1944 when he had flown 48 sorties (204 hours 35 minutes). NOTE: all sorties from 29 August 1944 onwards were as a member of the Pathfinder Force.

19 February 1944 - Leipzig (6.40)
24 February 1944 - Schweinfurt (7.15)
25 February 1944 - Augsburg (7.05)
1 March 1944 - Stuttgart (7.35)
18 March 1944 - Frankfurt (5.25)
24 March 1944 - Berlin (7.25)
9 April 1944 - Villeneuve St. George (4.30)
10 April 1944 - Laon (4.30)
24 April 1944 - Karlsruhe (6.15)
26 April 1944 - Essen (4.15)
27 April 1944 - Friedrichshafen (7.40)
1 May 1944 - Chamby (3.25)
7 May 1944 - Nantes (5.35)
9 May 1944 - Cap Gris Nez (2.25)
10 May 1944 - Courtrai (2.25)
19 May 1944 - Le Mans (4.30)
21 May 1944 - Duisburg (4.45)
22 May 1944 - Dortmund (4.00)
27 May 1944 - Aachen (3.30)
6 June 1944 - Lisieux (3.10)
7 June 1944 - Chevreuse (3.30)
10 June 1944 - Breux (4.30)
11 June 1944 - Nantes (5.15)
14 June 1944 - Le Havre (2.50)
17 June 1944 - Montdidier (3.30)

23 June 1944 - L'Hey (1.55)
27 June 1944 - Biennais (3.10)
30 June 1944 - Villiers Bocage (3.10)
7 July 1944 - Baires (4.45)
9 July 1944 - Nucourt (3.25)
29 August 1944 - Stettin (8.55)
3 September 1944 - Venlo (3.10)
6 September 1944 - Emden (4.00)
9 September 1944 - Le Havre (2.30)
11 September 1944 - Kamen (3.30)
12 September 1944 - Frankfurt (6.05)
13 September 1944 - Nordstern (3.25)
15 September 1944 - Kiel (5.10)
17 September 1944 - Boulogne (2.00)
20 September 1944 - Calais (2.20)
23 September 1944 - Neuss (3.40)
25 September 1944 - Calais (2.00)
26 September 1944 - Calais (2.15)
27 September 1944 - Bottrop (3.25)
28 September 1944 - Cap Gris Nez (1.55)
5 October 1944 - Saarbrucken (3.00)
7 October 1944 - Emmerich (3.15)
19 October 1944 - Stuttgart (5.40)

Flight Lieutenant McKechnie has completed 48 operational sorties of which 18 have been completed in the Pathfinder Force on this squadron. Of these, eleven have been flown as a Marker. This officer has always displayed exceptional qualities of airmanship and his dogged determination, courage and devotion to duty has more than once extricated his aircraft and crew from a perilous situation. He has an utter disregard for self and has always possessed coolness and qualities of leadership of a high degree and his strong sense of duty is an example to his crew.

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McKECHNIE, F/L Frederick Duncan (J4103) - **Air Force Cross** - No.14 SFTS - Award effective 8 June 1944 as per **London Gazette** of 8 June 1944 and AFRO 1380/44 dated 30 June 1944. Born in Halifax; educated in Montreal. Born 18 November 1917. Enlisted in Cornwall, Ontario, 6 July 1940. To No.12 Equipment Depot, 16 August 1940. To No.2 ITS, 30 August 1940; graduated and promoted LAC, 30 September 1940; posted to No.3 EFTS on 7 October 1940; to No.3 SFTS, 28 November 1940; graduated and promoted Sergeant, 15 February 1941. To Central Flying School, 15 February 1941. Commissioned 1941. Promoted Flying Officer, 15 April 1942. Promoted Flight Lieutenant, 15 November 1942. To No.14 SFTS, 10 October 1943.

Promoted Squadron Leader, 1 June 1944. To No.1 Flying Instructor School, 23 July 1944. To Release Centre, 25 September 1945. Released 27 September 1945. Reported to have flown 2,210 hours to date, 1,990 hours as instructor, 301 hours in last six months. AFC presented 25 May 1945.

This officer has been employed on flying instructional duties for the past three years. Throughout that time he has executed his duties with unfailing cheerfulness and loyalty, and proved himself to be a pilot and instructor of exceptional ability. This officer has assisted materially in raising the standard of flying instruction.

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McKEE, S/L Eric Dayton (C8329) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born in New Liskeard, Ontario, 25 October 1914. Graduated from the Haileybury School of Mines; then employed at the Dome Mine before assuming a position at the Broulan Reef Mine as a geologist. Home in Toronto; enlisted in Sudbury, 22 June 1940. To No.2 ITS, 30 June 1940. Graduated and promoted LAC, 1 September 1940 although he had been posted to No.4 EFTS with effect from 30 August 1940; to "E", 19 August 1941; to No.2 ANS, 30 September 1941; commissioned 8 October 1941. To "Y" Depot, 31 October 1941. To RAF overseas, 12 November 1941. Promoted Flying Officer, 8 April 1942. Promoted Flight Lieutenant, 8 November 1943; promoted Squadron Leader, 16 May 1944. Repatriated to Canada, 7 June 1945; to Debart, 4 July 1945; to "Y" Depot again, 13 October 1945; to Release Centre, 26 October 1945; to "K" (Composite Training School ?), 5 November 1945; to Greenwood, 19 November 1945; to Northwest Air Command, 8 February 1946; to Whitehorse, 25 March 1946; to Northwest Air Command, 17 April 1946; to No.2 Release Centre, 28 April 1946; retired 3 May 1946. Died in Oshawa, 21 January 2012.

RCAF Press Release No. 1509 dated 28 February 1943:

A pilot who knows something about the "shaky" side of "pancaking," F/O Dayton McKee of 340 Pleasant Blvd., Toronto, is now handing out flying control instructions to other pilots at a bomber station which is home to squadrons of the Polish Air Force.

One of many former mining engineers in the RCAF – South Porcupine, Ontario was where he did his mining – "Mac" McKee is one of the very few pilots who have survived a landing on no engines at all.

It was a return from bombing the marshalling yards at Hamm in March, 1941, that put an end, temporarily at least, to his flying career, sending him to hospital with a broken back and facial injuries.

Eleven months later he emerged with only the slightest trace of injury, and when he has fully recovered his strength he hopes to fly once more. Meanwhile a pilot with more than half a tour of ops behind him is invaluable in the watch office as an officer in charge of flying control.

Mac's last op was one of these trips that no pilot hopes to encounter.

Over the Dutch coast his Whitley was attacked by an Me.110.

The undercarriage was wrecked, and one engine was put out of action.

With his one remaining engine, he reached the English coast, and there this sole source of power cut right out on him.

There wasn't much choice about whether to ditch or to beach. Without engines it is unlikely that crew or aircraft would have survived landing on the sea.

So Mac decided to beach.

"I found a good-enough looking beach, and everything would probably have worked out fine if it hadn't been for a boulder. I couldn't avoid it, and we hit it just after touching down." The Whitley careened about the beach and turned over, becoming a complete wreck.

None of the crew was killed, fortunately, but all received cuts, bruises and other injuries. Mac came off worst. His back was broken, and as he was thrown out of the aircraft, on impact, his face struck the hot metal of one of the engines.

Today the only trace of his severe injuries is on the right side of his jaw – a patch of grafted skin which never needs a shave.

Mac is the only Canadian officer on the station, which is manned partly by the Polish Air Force and partly by the R.A.F. The squadrons are entirely Polish.

Like the other non-Polish officers, the lone Canadian is completely sold on the Poles. "They are great chaps and wizard pilots," he says. "I don't think you'd find better pilots anywhere." He smiled as he lit another cigarette. "Sometimes they give us headaches," he continued. "They always want to land at base, sometimes when the conditions are awful. We have to send them away, and they don't like it. No pilot lies being diverted from his own airfield, but our chaps here hate it. I think they look upon this station as their home – a bit of Poland – and they want to get down here as fast as they can. "Well, we get them down whenever we can, as fast as we can, and they appreciate it."

“Yes, I like the job,” he added in answer to a question. “When you can’t fly yourself you figure you are doing probably the next best thing in helping other chaps get down safely.

“I feel that I’m part of the operation, but I’m still hoping to fly again myself.

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McKEE, S/L Thomas Daniel (C5190) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born in Winnipeg, 5 December 1910 (birth date in obituary notice). Home in Belleville, Ontario. Enlisted in High River, Alberta, 5 August 1929 as Clerk/Stenographer. Graded as Aircraftman, 1st Class, 7 November 1929; promoted to Leading Aircraftman, 15 August 1930. With Station Winnipeg, 1 June 1931 to 14 August, 1932; at Station Trenton, 15 August 1932 to 30 June 1937 (promoted to Corporal, 1 September 1935); on strength of Station Rockcliffe, 1 July 1937 to 31 March 1938; at AFHQ, 1 April 1938 to 14 May 1941 (promoted to Sergeant, 1 April 1938, Flight Sergeant on 1 September 1939, WO2 on 1 May 1940 and WO1 on 1 April 1941; principal duties as Personal Assistant to A/V/M Ferrier); Commissioned on 15 May 1941. Station at No.6 BGS, 15 May 1941 to 24 February 1942 (Adjutant); Station Mountain View, 25 February 1942 to 12 January 1943 (Adjutant, promoted to Flight Lieutenant on 1 April 1942); posted overseas and on strength of Station Leeming, 15 February 1942 to 12 January 1943 (Adjutant); with No.331 Wing in North Africa, 1 May to 29 December 1943 (Adjutant). Promoted to Squadron Leader, 30 December 1943. On strength of No.128 Airfield, 30 December 1943 to 14 August 1944 (Senior Administrative Officer. At No.6 Group Headquarters, 15 August 1944 to 31 July 1945 (Senior Administrative Officer). Returned to Canada and assigned to No.4 Release Centre (in charge of releases), 15 September 1945 to 31 January 1946. Reverted to Flight Lieutenant, 1 October 1946; promoted to Squadron Leader 1 June 1947. On strength of AFHQ, 12 February 1946 to 1 July 1950; with No.10 Repair Depot, Calgary, 2 July 1950 to 16 May 1951; with No.23 Air Material Base, Calgary, 16 May 1951 to 6 June 1952; with Station Saskatoon, 7 June 1952 to 15 July 1955; with Station Rockcliffe, 16 July 1955 until retirement (5 June 1960). Died in London, Ontario, 11 February 1995. No citation. RCAF photo PL-44992 (ex UK-22517 dated 7 July 1945) is captioned as follows: “Busiest department of the Canadian Bomber Group for the past month has been the personnel section. P-staff has to arrange all the posting details of the officers and airmen who are returning to Canada. In not much more than two weeks close to 9,000 men were sent on their way and to accomplish this the department worked long hours and far into the nights. Flight Officer H.M. ‘Kenny’ Kendall (left) of Toronto calmly handled the headaches of a large section of the complicated postings. She is deputy to the senior personnel staff officer of Group, Squadron Leader T.D. ‘Tommy’ McKee (right) of Belleville, Ontario. The big movements by air and sea involved many last minute adjustments of plan and finally one station commander present the P-staff with the framed motto, ‘Haven’t you heard it’s all been changed?’ Thousands of airmen telephoned or turned up personally in the office to ask, ‘When am I going home?’ to the extent that P-staff decided to be firm and bought the shillalah which

can be seen lying on the desk in front of Squadron Leader McKee.”

McKEE, S/L Thomas Daniel (C5190) - **Member, Order of the British Empire** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Presented 9 December 1947. No citation.

RCAF Press Release 6448 issued 2 August 1945 dealt extensively with the P-Staff of No.6 Group Headquarters engaged in repatriation of personnel and read in part:

Pretty little Flight Officer H.M. “Kenny” Kendall and her boss, Squadron Leader T.D. “Tommy” McKee, will tell you their department, the personnel section in charge of postings, has been in a mad whirl since VE Day.

Kenny and Tommy and the people working with them must arrange for the thousands of airmen and airwomen of the Bomber Group to get back to Canada, and in the right order. Between May 31st, when the first Group Lancasters left for home, and June 18th, P-Staff posted close to 9,000 airmen and officers. (In Service language a “posting” is the planning, the paper detail, the signals of authorisation and all the communications necessary to send an individual from one place to another. Unless paper posting action is taken, no one in the Service can move without all kinds of trouble with pay records and other important matters.

“It was a big thing to bring the men overseas in the first place, but they came gradually and through the years. Getting them back home is different entirely - it’s more immediate, more in a rush”, explains Squadron Leader McKee who is from Belleville, Ontario.

Tommy McKee has been a member of the RCAF since 1929. He has had long service in Canada, in Africa, with the Tactical Air Force in Europe, and in his present position as Senior Personnel Staff Officer of the Canadian Group. “But I’ve never had anything quite like this”, he declared.

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McKELLAR, F/L Menzies (J20844) - **Mention in Despatches** - No.354 Squadron (AFRO gives unit only as “Overseas”) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946.. Born 15 October 1922. Home in Keewatin, Ontario; enlisted in Winnipeg, 10 September 1941. To No.2 Manning Depot, 8 October 1941. To No.4 BGS (guard duty), 2 January 1942. To No.6 ITS, 24 February 1942; graduated and promoted LAC, 24 April 1942; posted next day to No.9 EFTS; to No.11 SFTS, 19 July 1942; graduated and commissioned 6 November 1942. To No.31 GRS, 13 November 1942; to No.31 Personnel Depot, 17 February 1943; to No.111 OTU, 22 February 1943. To No.45 Group, Ferry Command, date uncertain; promoted Flying Officer, 6 May 1943. To United Kingdom, 2 July 1943.

Returned to No.45 Group, Dorval, 22 October 1944. Promoted Flight Lieutenant, 6 November 1944. To No.3 PRC, Bournemouth, 26 December 1944. Reported to No.354 Squadron, 21 February 1945. Repatriated 3 December 1945; released 4 February 1946. Certificate sent 16 August 1948.

No.354 Squadron ORB reports that on 5 March 1945 he attacked, set on fire and beached a small coaster. "Liberators 'U' 'Z' 'X' and 'F' under the command of S/L F.G. Paisey attacked shipping off the Tenasserim Coast. 'U' attacked and sank a Schooner estimated between 150 and 200 feet in length followed by the sinking of another small Schooner by 'Z'. 'X' attacked a cargo boat of 60 feet but bombs overshot, casualties inflicted on crew of Cargo boat by machine gun fire. 'F' also inflicted casualties with machine gun fire on the crew of a Tavoy Schooner, her bomb undershot target. Heavy opposition was put up by the enemy but no casualties were inflicted on Squadron personnel and damage to aircraft was light. Actual time of attacks was 1145 in position 1435N 9758E." Aircraft was Liberator VI, X/354 (EV853), 0544 hours to 1816 hours. All others in his crew were RAF or RAAF.

20 or 21 March 1945 - Liberator VI, Z/354, BZ988. Airborne at 0621 hours, landing at 1900 hours. On March 20th, Liberators 'Z', 'F' and 'A' under command of F/L M. McKellar airborne on shipping sweep of Tenasserim Coast. 0715 hours, 1923N 8745E. Formed in vic formation. 1201 hours 1538N 9739E. set Course 346. Double Island lighthouse in operation. 1214 to 1218 hours 'Z' and 'F' position 1610N 9735E. attacked a 200 ton Coaster. 'Z' scored two direct hits amidships and 'F' followed in with another direct hit amidships. Vessel replied to first attack with light Antiaircraft fire which was inaccurate, these guns were soon silenced and vessel was left sinking. Liberator 'A' lost contact and made no sightings. 1811 hours 'F' landed at Cuttack. 1835 hours 'A' landed at Cuttack. 1900 hours 'Z' landed at Cuttack."

28 March 1945 - Liberator VI, Y/354, KG850 - Airborne at 0555 hours, down again at 1440 hours. "Y/354 (F/L McKellar) airborne from Cuttack on Anti Submarine escort to Convoy 'Nettie'. 0745 hours 1716N. 8832E. met convoy, composition 8 M/Vs and 4 E/Vs, course 062/7 kts. Recognition procedure carried out. V/S to S.O.E. 'REM??-4 1/2' V/S f S O E 'C b 1/2' V/S from S.O.E. 'Cobra 25'. Commenced patrol 1000 hrs. R/T S.O.E. to A/C '323 Reptile 100'. Set course 323. 1057 hours 1836N 8752E. Sighted object on water 5 miles ahead. Presumed submarine which submerged immediately. 1100 M.T.B. '408-X?-UNDX? 3653' Searched area, three whales broke surface. 'QQE? - 408' Set course for convoy. R/T to S.O.E. 'No Sightings, I Go'. 1440 Landed Base."

2 April 1945 - Liberator VI, Z/354, BZ988, airborne 0456 hours, return at 1829 or 2122 hours. "Aircraft 'H' 'Y' & 'Z' airborne from Cuttack F/L Riffle flying in H/354 being in command. Airborne 020454 to 020456 in Vic formation. Set. Course 128 1125 1130N ???E sighted from 7000 feet small camouflaged ship which was attacked and near misses were seen of bombs dropped by 'H' Which clearly may have damaged this camouflaged craft. No further sightings. All aircraft returned to base safely landing at Cuttack 021612-to 021829."

9 April 1945 - Form 540 reads: "On 9th. April 3 Liberators carried out a sweep of Moulmein to Amherst. '?' (F/Lt. McKellar) and 'X' (F/O Tetlock) attacked a beached Coaster near mouth of Moulemein River and heavily damaged it. Aircraft 'Y' (W/O Cottan) attacked two small Coasters which were damaged by gunfire." No corresponding Form 541 entry.

20 April 1945 - Liberator VI, W/354, KH138, airborne at 0551 hours, down at 1758 hours. "Aircraft 'W' (F/Lt McKellar), 'X' (F/O Tetlock) and 'Y' (W/O Cottan) airborne on anti-shipping sweep off Moulmain down to Amherst from Cuttack at 200551 - 200554. Set course 133 in 'Vic' formation for Preparis. 1054' in Position 1510N 9535E Set Course 038 for Target Area. 1135' 1630N 97?29E sighted one Sugar Dog 70 feet beached. Barrels, packing cases, life seen aboard. 'X' and 'Y' attacked immediately and bombs seen to explode amidships. 'Y' attacked in position 1620N 9727E two sugar dogs of approximately 70 feet. Targets badly damaged by near misses and gunfire, also, causing casualties to enemy personnel. 'Y' experienced from Sugar Dogs M.G. white tracer medium intensity and fairly accurate. All aircraft returned to Base undamaged. Landing at 'W' 201758; 'X' 201745 and 'Y' - 201832."

22/23 April 1945 - Liberator VI, W/354, KH138, airborne 2340 hours, landing at 1350 hours. "F/Lt. McKellar and crew in W/354 airborne on Air Sea Rescue for crew of J/354 from Cuttack 222340. Set course for position to cover area 2035N 8658E - 1915N 8858E - 1800N 8800E - 19?25N 8605E with 'X' & 'Y' on parallel track search. 0618: 1912N 8733E Investigated disturbance in water which proved to be school of turtles. Continued search. Nothing further seen. Relieved by F/354. 1350 Landed Base."

The above refers to the disappearance on 22 April of J/354, EV863. The crew of that aircraft consisted of J27799 F/L R.E. Taylor (RCAF, missing), J43899 P/O B. Bjarason (RCAF, injured, saved), J44297 P/O D. Grose (RCAF, missing), J45357 P/O D. Tutton (RCAF, injured, saved), Flight Sergeant E. Vine (RAF, injured, saved), Sergeant M. Munro (RAF, injured, saved), Sergeant R.J. Leonard (RAF, missing), Sergeant L.E. Whalen (RAF, missing), Sergeant R.J. Baril (RAF, missing), and Sergeant R.F. Beaton (RAF, injured, saved). "Liberators Mk.VI, 'L' (F/L Riffle); 'J' (F/L Taylor) and 'H' (P/O Corbett) airborne from Cuttack 220414 - 220415 on anti-shipping sweep from Moulmein to Kalagank Island. All the aircraft attacked coaster south of Amherst and severely damaged it. The vessel's steering gear was put out of action and the crew jumped overboard. Aircraft 'J' (F/Lt. Taylor and crew) failed to return to base. A faint S.O.S. was heard by a Station in the South of India, and a search was laid on in position 2010N 8715E. Liberators from Cuttack and 231 Group and Catalinas from Redhills and Calcutta together with surface craft searched the area for two days without result but happily, a Catalina of No. 191 Squadron, returning to Coconada (?), after carrying out a search, sighted a dinghy with five survivors on board, 80 miles S.W. of the search position. The Catalina landed and picked up the survivors who were suffering from exposure and injuries. It is understood that all four engines of J/354 cut and the aircraft ditched immediately. The Captain, Navigator and three gunners perished."

29/30 April 1945 - Liberator VI, W/354, KH138 - Airborne at Akyab at 0055 hours, landing at Ramree 1515 hours. "In compliance with 346 Wing Operation Order No. 1/45, Appendix B, Patrol 'Y' F/L McKellar W/354 airborne 0121 hours 29th. April 1945 from Cuttack to Akyab. Airborne again at Akyab on 30th. April 1945 at 0055 hours to land at Ramree 301515 hours. Airborne 010146 from Ramree to land 010146 from Ramree to land at Cuttack at 010505 hours. Akyab 300055 airborne. 300407 Maro?ondan Island 100 ft. on crossover patrol 'Y' in collaboration with the landing of our Forces in Rangoon. No enemy sightings. 301122 1105N 9518E off Patrol Set course 346. 301515."

3 May 1945 - Liberator VI, L/354, EV945 - Airborne 0300 hours, landing 1600 hours. "L/354 F/L M. McKellar airborne from Akyab at 030300 on crossover patrol in collaboration with own sea forces invasion of Rangoon. 0720 hrs. 1105N 9521E. Datum on patrol. No enemy sightings. Off Patrol 1240 hrs. 1630N 9410E. landing at Cox's Bazaar. "

9 May 1945 - Liberator VI, Y/354, KG850 - airborne at 0603 hours, landing at base 1728 hours. "Aircraft 'B' F/L Stinson, 'H' F/L Salt, 'Y' F/L McKellar, 'L' F/L Riffle, 'V' W/O Cottan, 'U' F/O Tetlock, 'Z' F/L Yoxon airborne with 'G' and 'D' of 203 Squadron at 090557 to 090619 from Cuttack on Anti-Shipping Strike Moulmein. Set Course 126 Route Alquada? Reef. 1120 Moulmein 'B' and 'H' at 6500 ft. attacked 6 Coasters 200ft. alongside North Jetties damaged superstructures of vessels and jetties. H.A.A. accurate for height astern to port 200/300 yds. 1132 - 1143 hours 'Y' 'V' and 'L' also attacked same target from 6700 feet, and again damage was done to shipping and the jetties. 1149 'U' and 'Z' attacked at 6500 feet further shipping off Jetties, damage was done to the vessels and the Harbour installations. H.A.A. was experienced and the intensity of this increased as aircraft drove home their attack. Aircraft 'Y' was hit by shrapnel, one piece in flight deck, one piece in bomb bay and another piece near port beam window. Aircraft set course for Base Landing at Cuttack 'B' 091816; 'H' 091704; 'Y' 091728?; 'L' 091720; 'V' 091827; 'U' 091836; 'Z' 091903."

14/15 May 1945 - Liberator VI, U/354, KG821 - airborne 2204 hours, landing at 1413 hours. "F/L McKellar, U/354 air borne on parallel Track Sweep at 142204 from Kankasanturai where detachment from Squadron is temporarily operating. 142212 Pt. Pedro set course 104 for Little Nicobar. 150349 MTB 'Have you received S.O.S. from 'L'?' 150454 hrs 0700N 9702E Sighted Jap Cruiser and Destroyer 115/20 kts. Circled objective 150520 Still circling enemy vessels A/C apparently unseen. 150540 hrs. 0712N 9712E Engine trouble developing 150543 Set course for Base. Climbing to 1500 ft. 151413 Landed KKS. It is interesting to note that as a result of this sighting the Japanese cruiser of Machi class)10,000 tons(was sunk by our own naval forces."

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McKENNA, W/C Arthur Gerald (C1051) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 1914 in Ottawa; home in Arnprior, Ontario (insurance and stock clerk). Formerly Second Lieutenant in Royal Canadian Artillery. Enlisted in Ottawa,

9 September 1939. As of 1 August 1941 he held the rank of Flight Lieutenant. At No.1 EFTS, 21 January 1942. To "E", 6 July 1942. To No.3 Flying Instructor School, 2 August 1942. Promoted Squadron Leader, 1 February 1943. To "Y" Depot, 8 June 1943; to RAF overseas, 21 June 1943. Promoted Wing Commander, 12 April 1944. Repatriated to Canada, 1 September 1945. To No.1 Air Command, 5 September 1945. Medal sent by registered mail, 21 December 1950. In postwar RCAF; promoted Group Captain, 1 January 1953 and posted to command Station Chatham, 13 January 1953; awarded Queen's Coronation Medal, 13 October 1953 while still commanding RCAF Station Chatham and aide to Governor General. Retired 18 July 1961. RCAF photo PL-28045 (ex UK-8863 dated 17 March 1944) shows him as a Squadron Leader overseas. RCAF photo PL-45143 (ex UK-22652 dated 16 July 1945) shows him as Officer Commanding, Station Topcliffe, presenting prizes at children's races on a Sports Day sponsored by Canadian YMCA. PL-45144 (ex UK-22653) is same subject. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1633 (RG.24 Vol.20603) has recommendation dated 24 July 1944 when he had flown 17 sorties (98 hours 40 minutes), 27 January to 25 July 1944. Name given as Gerald Arthur McKenna. Deceased as of 2005 (widow died in Victoria, 11 June 2005).

Wing Commander McKenna took over command of No.420 Squadron on 12th April 1944. He entered into his work with zeal and energy, maintaining a very high standard of morale and efficiency. He has been untiring in his efforts to improve all phases of squadron operations. The fine record achieved by his squadron is in a very large measure due to his efforts. Wing Commander McKenna has been most loyal and co-operative and has rendered invaluable assistance to the improvement of the station as a whole.

In addition to his ground duties, Wing Commander McKenna has completed a large number of sorties over targets of all kinds, including Berlin, Stuttgart, Schweinfurt and Dusseldorf with excellent results. His courage and fine example at all times have been an inspiration to the aircrew of the squadron. Wing Commander McKenna's briefings have been outstanding examples of clear and concise instructions to his crews.

In recognition of this officer's devotion to duty and his undoubtedly excellent work both in the air and on the ground I strongly recommend the award of the Distinguished Flying Cross. [G/C J.L. Hurley, CO Station Tholthorpe].

The sortie list was as follows:

27 January 1944 - Berlin (9.00, second pilot)
20 February 1944 - Stuttgart (8.10)
24 February 1944 - Schweinfurt (7.30)
13 March 1944 - Le Mans (6.00)

18 March 1944 - Frankfort (5.55)
10 April 1944 - Ghent (4.00)
18 April 1944 - Noisy le Sec (5.20)
22 April 1944 - Dusseldorf (5.00)
27 April 1944 - Auloyne (4.55)
3 May 1944 - Calais (3.40)
6 June 1944 - Coutances (3.55)
8 June 1944 - Mayerre (7.10)
10 June 1944 - Versailles-Matelot (6.40)
15 June 1944 - Boulogne (3.25)
27 June 1944 - Foret d'Eauy (3.30)
24 July 1944 - Ferfay (4.50)
27 July 1944 - Stuttgart (8.40)

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McKENNA, WO2 James Charles (Can 4274) - **Member, Order of the British Empire** - RCAF Detachment, Suffield - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 26 October 1917. Enlisted in Vancouver, 11 September 1939 as Equipment Assistant. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 1 July 1940. Promoted Sergeant, 1 November 1940. Promoted Flight Sergeant, 1 July 1941. To No.10 Repair Depot, 18 October 1942. Promoted WO2, 1 November 1942. To Suffield, 15 March 1946. Reverted to Flight Sergeant in postwar RCAF, 1 October 1946 (10152). To Northwest Air Command, 1 December 1946. To Station Edmonton, 4 December 1946. Promoted WO2, 9 August 1951. Died at Fort McLeod, Alberta, 16 February 1982 as per **Legion Magazine** of May 1982.

This warrant officer has proved himself to be exceptionally conscientious, enthusiastic and dependable. Due to this unit becoming self-accounting in July 1945, he willingly assumed the duties of Officer in Charge of Equipment which necessitated extra hours of labour and time beyond the call of normal requirements. His extremely capable ability to organize, his praiseworthy devotion to duty and his outstanding perseverance and initiative have contributed in making a highly efficient section. His great tenacity for work and indomitable spirit have set an inspiring example for all.

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McKENNEY, P/O Ray Roaldo (J88373) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 3 July 1921 in Windsor, Ontario; home there (tool maker); enlisted there 29 September 1941 and posted to No.1 Manning Depot. To No.1 ITS, 14 March 1942; graduated and promoted LAC, 8 May 1942; to No.1 EFTS, 6 June 1942; to No.10 EFTS,

20 June 1942; to No.16 SFTS, 15 August 1942; graduated and promoted Sergeant, 4 December 1942. To "Y" Depot, 27 December 1942. To RAF overseas, 4 January 1943. Commissioned 21 July 1944. Promoted Flying Officer, 21 January 1945. Repatriated 19 April 1945. To No.1 Air Command, 30 April 1945. To Mountain View, 31 May 1945. To Release Centre, 31 July 1945. Released 17 August 1945. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.1729 (RG.24 Vol.20607) has recommendation dated 17 December 1944 when he had flown 27 sorties (137 hours 40 minutes) between 21 September 1943 and 27 November 1944 (NOTE: sorties were 21 September to 4 October 1943, followed by break until 12 July 1944).

This captain has completed twenty-seven heavy operational bombing attacks against the enemy. Pilot Officer McKenney has never had a complete crew and he has at all times been an example of co-operation in flying with members of a pick-up crew. He has exceptional qualities of leadership and coolness, setting a fine example to all who come in contact with him.

The sortie list was as follows:

21 September 1943 - Port Reath to Sale, North Africa (7.00)
29 September 1943 - Formia (5.50)
3 October 1943 - Italian target name unclear on form (6.40)
4 October 1943 - Formia (5.30)
12 July 1944 - Acquet (3.25)
14 July 1944 - Anderbelck (4.30)
20 July 1944 - Grande Bois (3.55)
23 July 1944 - Donges (6.10)
24 July 1944 - L'Hey (4.10)
25 July 1944 - Stuttgart (8.45)
28 July 1944 - Hamburg (5.40)
30 July 1944 - Amaye (4.20)
1 August 1944 - L'Hay (3.20)
3 August 1944 - Nieppe (4.30)
4 August 1944 - Casson (5.05)
5 August 1944 - St. Leu (4.45)
7 August 1944 - L'Hogue (5.05)
8 August 1944 - Chantilly (5.10)
9 August 1944 - La Neuville (4.05)
25 August 1944 - St. Mathieu (6.05)
31 August 1944 - Cezembre (4.25)
3 September 1944 - Volkel (3.20)
11 September 1944 - Le Havre (4.05)
17 September 1944 - Boulogne (3.55)
24 September 1944 - Calais (4.00)

2 November 1944 - Dusseldorf (5.45)
25 November 1944 - Gardening (7.20)
27 November 1944 - Neusse (1.50, duty not carried out)

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McKENZIE, F/O Archibald Alexander (J19097) - **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 8 July 1914 in Copper Cliff, Ontario; home in Sudbury (clerk); enlisted in North Bay, 3 January 1941 and posted to No.3 Manning Depot; to No.1A Manning Depot, 21 January 1941; to No.6 BGS, 17 March 1941; to No.1 WS, 28 April 1941; promoted LAC, 29 May 1941; to No.6 BGS, 11 October 1941; graduated and promoted Sergeant, 7 November 1941. To "Y" Depot, 8 November 1941; to RAF overseas, 12 December 1941. Commissioned 14 September 1943. Promoted Flying Officer, 17 March 1944; promoted Flight Lieutenant, date uncertain. Repatriated 23 April 1945. To No.1 Air Command, 8 May 1945. To No.14 SFTS, 9 June 1945. To Release Centre, 9 September 1945. Retired 17 September 1945; living in Sudbury as of 1949. DFC presented 20 August 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9070 has recommendation dated 20 February 1945 when he had flown 50 sorties (267 hours four minutes), 15 August 1942 to 7 February 1943 and 17 September 1944 to 2 February 1945.

First Tour

15 August 1942 - Dusseldorf (4.15)
20 August 1942 - Bonnholm Island (7.30)
27 August 1942 - Kassel (4.55)
1 September 1942 - Saarbrucken (5.10)
2 September 1942 - Karlsruhe (5.15)
6 September 1942 - Duisburg (3.55)
8 September 1942 - Frankfurt (6.00)
11 September 1942 - Dusseldorf (4.00)
13 September 1942 - Bremen (4.30)
14 September 1942 - Wilhelmshaven (4.05)
24 September 1942 - Bonnholm Island (7.15)
5 October 1942 - Aachen (5.10)
12 October 1942 - Wismar (6.30)
13 October 1942 - Kiel (5.00)
15 October 1942 - Cologne (5.30)
17 October 1942 - Le Creusot (9.25)
22 October 1942 - Genoa (9.10)
6 November 1942 - Genoa (9.05)

7 November 1942 - Genoa (9.20)
15 November 1942 - Genoa (8.45)
20 November 1942 - Turin (7.55)
28 November 1942 - Turin (8.20)
20 December 1942 - Duisburg (5.15)
21 December 1942 - Munich (8.25)
16 January 1943 - Berlin (8.35)
27 January 1943 - Dusseldorf (5.10)
30 January 1943 - Hamburg (6.45)
2 February 1943 - Cologne (4.55)
3 February 1943 - Hamburg (2.55)
7 February 1943 - Lorient (6.10)

Second Tour

17 September 1944 - Boulogne (1.55)
20 September 1944 - Calais (2.05)
30 September 1944 - Bottrop (3.15)
6 October 1944 - Sterkrade (3.10)
14 October 1944 - Duisburg (3.55)
15 October 1944 - Wilhelmshaven (4.10)
19 October 1944 - Stuttgart (5.15)
23 October 1944 - Essen (4.15)
29 October 1944 - Walcheren (2.05)
2 November 1944 - Dusseldorf (4.15)
6 November 1944 - Gelsenkirchen (3.40)
11 November 1944 - Dortmund (4.10)
16 November 1944 - Julich (3.35)
27 November 1944 - Neuss (3.50)
30 November 1944 - Duisburg (4.15)
2 December 1944 - Hagen (5.35)
18 December 1944 - Duisburg (4.25)
5 January 1945 - Hannover (4.30)
22 January 1945 - Duisburg (3.45)
2 February 1945 - Wanne Eickel (4.25)

The results achieved by Flying Officer McKenzie on operations have proved the outstanding ability of this officer as a Bomb Aimer. His zeal in pressing home his attacks has always been evident on all his sorties, many of which have been against heavily-defended targets. Flying Officer McKenzie is at present engaged on his second tour of operations, and displays an unflagging keenness at all times.

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McKENZIE, F/O Craig Alexander (J26463) - **Distinguished Flying Cross** - No.420 Squadron -

Award effective 15 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 23 January 1924 in Woodslee, Ontario; home in Aurora, Ontario; enlisted in Toronto, 7 April 1942 and posted to No.1 Manning Depot. To No.4 Manning Depot, 25 May 1942. To No.5 Manning Depot, 10 July 1942. To No.5 ITS, 15 August 1942; graduated and promoted LAC, 10 October 1942; to No.10 EFTS, 7 November 1942; may have graduated 10 January 1943 but not taken on strength of No.2 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, 14 November 1943; repatriated 7 February 1945. To No.1 Air Command, 18 February 1945; to No.1 SFTS, 18 May 1945; to No.1 Air Command, 13 August 1945; to No.6 OTU, 6 December 1945; retired 4 January 1946. Died in Vancouver, October 2011 (Vancouver **Sun** or **Province**, 14-15 October 2011 obituary said only "recently". It stated he had once been shot down over Holland. Had served in "The Reserves" after the war (Dartmouth, Edmonton and Victoria). In Vancouver he designed and built furniture. DFC presented in Toronto, 30 November 1949. RCAF photo PL-41097 (ex UK-16960 dated 28 November 1944) shows him; caption identifies target as Wanne Eickel although it also says he was "forced by flak to drop the bombs short of the target." PL-41098 (ex UK-16961) shows him looking at a Halifax bom-bay "loaded with death and destruction for some Nazi stronghold."

In September 1944 this officer was pilot and captain of an aircraft detailed to attack a target in the Ruhr. On the outward flight one engine became unserviceable. Despite this Flying Officer McKenzie continued his mission. A little later the aircraft was hit by anti-aircraft fire and the mid-upper gunner was severely wounded in the leg. After the target had been successfully attacked Flying Officer McKenzie requested his navigator to plot a course for an airfield in friendly territory. His purpose was to effect a landing in order that his badly wounded gunner could receive urgent medical attention. Having successfully accomplished this task Flying Officer McKenzie again took off and flew his damaged aircraft to England. This officer set a fine example of skill, gallantry and determination.

The original recommendation (DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Volume 20607) was drafted 16 October 1944 when he had flown 27 sorties (136 hours 30 minutes) and was as follows (note discrepancy as to month of the action):

On the day of 12 October 1944 Flying Officer McKenzie was captain of an aircraft detailed to attack a target in the Rhur. On the outward journey an engine failed; nevertheless the pilot carried on. The aircraft was subjected to intense flak and the mid-under gunner was severely wounded in the leg,

The pilot continued on to drop his bombs on Germany. After having done this he ordered his navigator to find the nearest Allied landing strip in Holland, where he could land and leave his wounded gunner for medical attention.

After a successful landing Flying Officer McKenzie inspected his aircraft for damage and found it serviceable enough for the return journey. On taking off, the enemy bombed the runway, but this officer showed grit and determination and succeeded in getting airborne. He then returned safely to base.

Flying Officer McKenzie, during this whole operation, displayed his ability to make instant decisions in emergency, skilful pilotage and cool judgement, to which his mid-under gunner definitely owes his life.

It is strongly recommended that he be awarded the immediate Distinguished Flying Cross.

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McKENZIE, F/L Daniel Murray (J8786) - **Distinguished Flying Cross** - No. 682 Squadron (AFRO identified unit only as No.323 Wing) (deceased) - Award effective 28 March 1943 as per **London Gazette** dated 18 September 1945 and AFRO 1672/45 dated 2 November 1945. Born 22 December 1920 in Stellerton, Nova Scotia; home there. Attended Dalhousie University, 1938-1941 (arts and medicine) when he was enrolled in COTC; enlisted in Halifax, 10 February 1941 and posted to No.1 Manning Depot, Toronto. To No.4 Manning Depot, Quebec, 4 April 1941. To No.119 (BR) Squadron, Yarmouth, 19 April 1941. To No.3 ITS, 28 May 1941; graduated and promoted LAC, 1 July 1941; posted that date to No.17 EFTS; to No.8 SFTS, 19 August 1941; graduated and commissioned 7 November 1941. To "Y" Depot, 8 November 1941. To RAF overseas, 16 December 1941. Taken on strength of No.3 PRC, Bournemouth, 27 January 1942. To School of General Reconnaissance, 31 January 1942. To No.1 Photo Reconnaissance Unit, 15 February 1942. To No.4 Photo Reconnaissance Unit, 14 August 1942. Promoted Flying Officer, 1 October 1942. Arrived in UK from Gibraltar, 24 February 1943 (not clear when he went there). Left UK for North Africa, 6 March 1943. Promoted Flight Lieutenant, 7 March 1943. Taken on strength of No.682 Squadron, date uncertain. Killed in action 29 March 1943 with No.682 Squadron (Spitfire XI EN347); buried in Sardinia. He had been detailed to conduct a low level reconnaissance of an enemy wireless installation in southern Sardinia. The weather was described as "ideal for low level reconnaissance, there being 8/10 to 10/10 cloud at 2,000 feet in the target area." Airborne at 1010hours. His aircraft was hit by coastal flak and crashed in the sea. Body recovered on 14 April 1943

This officer has taken part in a large number of operational sorties against targets which include Marseilles, Toulon, Genoa, Spezia, Leghorn and Cagliari as well as many airfields and defence lines in Tunisia. He has always shown great keenness to fly on operations and by his excellent example did much to uphold the high morale of the pilots in his flight during a very trying period.

NOTE: Public Records Office Air 2/8952 has recommendation dated 24 March 1943 when he had flown a total of 413 hours. Of these, 140 had been flown in previous six months. He had 40

sorties (151 hours 30 minutes operational time). The text adds slightly to that which was actually published:

Flight Lieutenant MacKenzie has carried out 40 long range reconnaissances over enemy occupied territory. Thirty have been flown since he arrived in North Africa and many of these have been outstandingly successful flights over targets which include the ports of Marseilles, Toulon, Genoa, Spezia, Leghorn and Cagliari, as well as many aerodromes and defence lines in Tunisia.

During a period when the unit suffered serious losses over Tunisia he never failed to show great keenness and zeal to fly on operational sorties, and by his excellent example he did much to uphold the morale of the pilots in his flight.

McKENZIE, F/L Daniel Murray (J8786) - **Air Medal (United States)** - No.682 Squadron - Award effective 31 May 1943 as per **London Gazette** dated 1 June 1943 and AFRO 1247/43 dated 2 July 1943; "for devotion to duty in the execution of air operations." Public Records Office Air 2/9599 has citation.

For meritorious achievement while participating in aerial flights in North Africa between 17th November 1942 and 14th December, 1942. The manner in which this officer performed these missions reflects great credit upon the military services of the United Nations.

Interviewed for RCAF, 28 January 1941 by F/L Harcourt-Vernon (?) who described him "O.K. for pilot. First year Medical at Dalhousie. Clean cut. Well spoken. Good appearance. Recommended for pilot.

At No.3 ITS, course lasted 28 May to 3 July 1941. He placed 6th in a class of 238. Courses and marks as follows: Mathematics (100/100), Armament (86/100), Signals (86/100), Hygiene and Sanitation (39/40), Drill (76/100), Law and Discipline (58/60). Described as "Keen. Alert and energetic. Good appearance- neat. Has good family background. Sensible and dependable. Trustworthy. Recommended for commission.

At No,17 EFTS, course was from 3 July to 20 August 1941. He placed second in a class of 32. Flew in Fleet Finch biplanes (26 hours 55 minutes dual, 24 minutes 35 minutes solo). Instrument time was four hours 55 minutes and he logged ten hours in Link. Ground school courses were Airmanship (186/200), Airframes (91/100), Aero Engines (86/100), Signals, Practical (92/100), Theory of Flight (87/100), Air Navigation (176/200), Armament, oral (180/200). Assessed in Character/Leadership as 150/200. "Very good student. Highly intelligent. Keen, alert, energetic, shows great initiative and can be depended on."

At No.8 SFTS course was 20 August to 7 November 1941. Graduated 6th in a class of 53. Flew in Anson aircraft - 45 hours 45 minutes day dual, 42 hours 25 minutes day solo, two hours night

dual, eight hours five minutes night solo. Spent 26 hours 30 minutes on instruments and 20 hours in Link. Described by Chief Flying Instructor as "General knowledge of flying very good. An above average pilot. No outstanding faults." In ground school courses and marks as follows: Airmanship and Maintenance (155/200), Armament W (63/100), Armament P (70/100), Navigation (141/150), Meteorology (40/50), Signals W (38.5/50), Signals P (97/100). Chief Ground Instructor wrote: "Quiet and dependable. Above average ability and above average results on course."

As of 19 September 1942 he was reported to have flown 275 hours (125 in previous six months). Described as "Above average as a PRU pilot and a reliable officer."

Involved in accident on 14 February 1943, 1450 hours, Youk-les-Bains, North Africa in Spitfire V, AB426. He was uninjured. Flying times given as 298 hours (all types) - which likely meant overseas or operational flying - of which 216 hours were on Spitfires. On an operational, high level photo reconnaissance sortie. He reported thus:

At 27,00 feet, radiator temperature 140 degrees. Shutter of radiator was opened without effect. After one minute white fumes through filter filled cockpit. Started gliding with open hood. Oil temperature above 140 degrees and pressure dropping rapidly. Throttles and pitch control were pulled back and a glide landing made. Duration of flight since last take off - Hours 3 minutes 40.

Cause of failure not stated, but presumption was loss of coolant. G/C V.S. Bowling, No.323 Wing, wrote, "The pilot is to be congratulated on making a successful forced landing."

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McKENZIE, AC1 Don Grant (R165347) - **Mention in Despatches** - Station Leeming (AFRO gives unit only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 25 February 1917. Home in Toronto. Clerk (Operations), enlisted in Toronto 6 May 1942. To No.1 Manning Depot, 9 June 1942. To No.6 BGS, 1 August 1942. To No.1 ITS, 26 September 1942. Promoted LAC, 18 December 1942 and posted to No.1 AOS on 23 January 1943. Ceased training and posted to No.1 Manning Depot, 9 April 1943. To "H", 24 April 1943. Reduced to AC1, 8 May 1943 and classified as Clerk. To "Y" Depot, 12 May 1943; to United Kingdom, 22 June 1943. Repatriated 7 August 1945. Released 27 September 1945. DHist file 181.009 D.5527 (RG.24 Vol.20667) has recommendation submitted 4 May 1945 when he had been in Canada 14 months, overseas 21 months.. Certificate mailed 20 January 1949.

This airman has been consistent in carrying out his duties in an excellent manner. His display of initiative and untiring efforts have been invaluable in promoting efficiency and co-operation. His attitude is exemplary and he has proven himself worthy of the traditions of the Service.

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McKENZIE, F/O Hugh Lawrence (C35934) - **Mention in Despatches** - No.9 Radio Unit - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 23 April 1908. Home in Rocanville, Saskatchewan; enlisted in Winnipeg, 18 August 1942 as Radio Mechanic (later Radar Mechanic). To No.2 Manning Depot on enlistment. To No.1A Manning Depot, 20 October 1942. Promoted LAC, 1 March 1943. To No.1 Manning Depot, 14 March 1943. To No.31 RDF School, 12 May 1943. Commissioned 10 September 1943. To No.5 Manning Depot, 7 October 1943. To No.1 Officer School, 13 October 1943. To Western Air Command, 11 November 1943. To No.7 Radio Unit, 1 December 1943. Promoted Flying Officer, 11 March 1944. To No.9 Radio Unit, 15 March 1944. To No.2 Radio Unit, 6 March 1945. To Patricia Bay, 20 September 1945. To Release Centre, 25 November 1945; retired 17 November 1945. Certificate mailed to him 4 July 1945.

As Commanding Officer of an isolated radio unit, this officer has set an example of cheerfulness and progressiveness that have been an example to all personnel under him. The interest he has taken in his men has resulted in an excellently operated unit with very high morale. Despite the extreme isolation of this unit, this officer has maintained a high standard in every respect and is worthy of the highest praise.

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McKENZIE, LAC Melvin Muir (R273581) - **British Empire Medal** - Station Tholthorpe - Award effective 27 October 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 26 September 1924 at Little Current, Saskatchewan; home in Tehkommah, Ontario (farmer); enlisted in Toronto, 27 August 1943 for General Duties. To No.1 Manning Depot, 27 August 1943. To No.9 SFTS, 7 September 1943. Promoted AC1, 27 December 1943. To "Y" Depot, 1 February 1944. Taken on strength of No.3 PRC, Bournemouth, 14 February 1944. Repatriated to Canada, 24 September 1945. Released 30 November 1945. Died in Cambridge, Ontario, 30 January 2015. Event also led to award of George Cross to A/C A.D. Ross, George Medal to FS J.R.M. St.Germain and Corporal M. Marquet, and BEM to LAC R.R. Wolfe. Presented at Buckingham Palace, 7 November 1944.. Photo PL-33961 shows A/V/M McEwen congratulating St. German, McKenzie, and Marquet. PL-33979 and PL-33964 show McKenzie alone. PL-33981 taken outside Buckingham Palace shows Marquet, St.Germain, Ross, and McKenzie. PL-33983 (ex UK-16370 dated 9 November 1944) shows him alone outside palace after investiture. PL-40168 shows McEwen with Marquet, Ross and McKenzie.

One night in June 1944, an aircraft, while attempting to land, crashed into another which was parked in the dispersal area and fully loaded with bombs. The former aircraft had broken into three parts and was burning furiously. Air Commodore Ross was at the airfield to attend the return of aircraft from operations and the

interrogation of aircrews. Flight Sergeant St.Germain, a bomb aimer, had just returned from an operational sortie and Corporal Marquet was in charge of the night ground crew, whilst Leading Aircraftmen McKenzie and Wolfe were members of the crew of the crash tender. Air Commodore Ross, with the assistance of Corporal Marquet, extricated the pilot who had sustained severe injuries. At that moment ten 500-pound bombs in the second aircraft, about 80 yards away, exploded, and this officer and airman were hurled to the ground. When the hail of debris had subsided, cries were heard from the rear turret of the crashed aircraft. Despite further explosions from bombs and petrol tanks which might have occurred, Air Commodore Ross and Corporal Marquet returned to the blazing wreckage and endeavoured in vain to swing the turret to release the rear gunner. Although the port tail plane was blazing furiously, Air Commodore Ross hacked at the perspex with an axe and then handed the axe through the turret to the rear gunner who enlarged the aperture. Taking the axe again the Air Commodore, assisted now by Flight Sergeant St.Germain as well as by Corporal Marquet, finally broke the perspex steel frame supports and extricated the rear gunner. Another 500-pound bomb exploded which threw the three rescuers to the ground. Flight Sergeant St.Germain quickly rose and threw himself upon a victim to shield him from flying debris. Air Commodore Ross's arm was practically severed between the wrist and elbow by the second explosion. He calmly walked to the ambulance and an emergency amputation was performed on arrival at station sick quarters. Meanwhile, Corporal Marquet had inspected the surroundings and, seeing petrol running down towards two nearby aircraft, directed their removal from the vicinity by tractor. Leading Aircraftmen McKenzie and Wolfe rendered valuable assistance in trying to bring the fire under control and they also helped to extricate the trapped rear gunner, both being seriously injured by flying debris. Air Commodore Ross showed fine leadership and great heroism in an action which resulted in the saving of the lives of the pilot and rear gunner. He was ably assisted by Flight Sergeant St.Germain and Corporal Marquet who both displayed courage of a high order. Valuable service was also rendered by Leading Aircraftmen McKenzie and Wolfe in circumstances of great danger.

NOTE: See Ross entry for discussions respecting these awards. Public Record Office Air 2/8784 has original recommendation specific to Mackenzie, drafted by S/L H.G. Austin (Senior Flying Control Officer, Tholthorpe), noting Mackenzie's trade as Aircraft Hand/General Duties.

On the night of June 27/28th, 1944, Leading Aircraftman Mackenzie was on duty as a firefighter on the crash tender when an aircraft in attempting to land, crashed into another, which was parked on a dispersal and exploded. The crash tender immediately went to the scene, and in addition to trying to bring the fire under control, Leading Aircraftman Mackenzie went to the assistance of the rear gunner who was trapped in his turret. During his attempts several bombs exploded in the

aircraft which had been struck by the landing aircraft. Despite the fact that there was further danger from exploding bombs and that he had suffered extremely from blast of the first explosion, Leading Aircraftman Mackenzie continued in his efforts until the rear gunner was released. He had just achieved this when a second explosion occurred which caused him to be seriously injured - multiple shrapnel wounds.

His undaunted devotion to duty during this hazardous occasion sets a high standard and his cool courage is most commendable. Leading Aircraftman Mackenzie's efforts undoubtedly assisted in the saving of the life of the rear gunner, and he is strongly recommended for the award of the British Empire Medal.

The above recommendation is not dated, but on 12 July 1944, G/C J.L. Hurley (Station Commander, Tholthorpe) wrote the following:

Leading Aircraftman Mackenzie's fine display of courage and devotion to duty in the face of extreme danger from exploding bombs merits the highest praise. His outstanding efforts at the scene of the crash undoubtedly assisted in bringing the rescue to a successful conclusion without loss of life.

Unfortunately, Leading Aircraftman Mackenzie was seriously wounded by shrapnel, when the second explosion occurred and is now in hospital dangerously ill. In recognition of Leading Aircraftman Mackenzie's zealous devotion to duty and high courage, I recommend the immediate award of the British Empire Medal.

A/C J.L. Hurley (in his capacity as Acting Base Commander, No.62 Base) concurred in his own recommendation on 12 July 1944, and A/V/M C.M. McEwen, Air Officer Commanding, No.6 Group, endorsed the submission on 21 July 1944.

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McKENZIE, WO2 (now P/O) Robert Frederick (R142081/J94278) - **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 17 March 1915 in Tribune, Saskatchewan; home there (farm labourer); enlisted in Regina, 13 November 1941. To No.2 Manning Depot, 5 December 1942. To No.5 PHU, 31 January 1942. To No.12 SFTS (non-flying duty), 13 February 1942. To No.2 ITS, 28 March 1942. Promoted LAC, 23 May 1942. To No.15 EFTS, 18 July 1942. Ceased training and posted elsewhere, 18 August 1942; his flying had been described as "very erratic and at times dangerous". To No.8 BGS, 12 September 1942; graduated 21 November 1942 and posted that date to No.3 AOS. Promoted Sergeant, 9 January 1943. To "Y" Depot, 18 January 1943. To RAF overseas, 25 January 1943. Disembarked in Britain, 4 February 1943. To No.9 (Observer) AFU, 12 April 1943. To No.12

OTU, 18 May 1943. To No.31 Base, 8 February 1944. To No.1678 Conversion Unit, 26 March 1944. To No.514 Squadron, 28 April 1944. To No.7 Squadron, 4 June 1944. Commissioned 2 March 1945. To Station Oakington, 20 April 1945. Repatriated via Yarmouth, 30 July 1945. Released 9 August 1945. Died in Tribune, Saskatchewan, 17 March 1970 as per **Legion Magazine** of June 1970. DFC sent by registered mail, 11 July 1950. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9070 has recommendation dated 20 February 1945 when he had flown 36 sorties (160 hours 40 minutes), 18 July 1944 to 14 February 1945.

18 July 1944 - Cagny (3.00)
22 July 1944 - Noyelle en Chausse (2.50)
24 July 1944 - Prouville (3.00)
30 July 1944 - Normandy Beachhead (3.35)
3 August 1944 - L'Isle Adam (3.25)
4 August 1944 - Prossy St.Maxim (3.30)
14 August 1944 - Falaise Gap (3.05)
15 August 1944 - Soesterburg (2.50)
25 August 1944 - Russelsheim (7.15)
26 August 1944 - Kiel (6.05)
3 September 1944 - Venlo (3.05)
5 September 1944 - Le Havre (2.40)
13 September 1944 - Nordstern (3.30)
15 September 1944 - Kiel (5.35)
17 September 1944 - Boulogne (2.00)
20 September 1944 - Calais (2.00)
5 October 1944 - Saarbrucken (5.20)
7 October 1944 - Emmerich (3.15)
14 October 1944 - Duisburg (4.05)
14 October 1944 - Duisburg (3.30)
19 October 1944 - Stuttgart (5.20)
23 October 1944 - Essen (4.00)
28 October 1944 - Cologne (4.00)
6 November 1944 - Gelsenkirchen (3.40)
27 November 1944 - Freiburg (5.30)
29 November 1944 - Dortmund (3.50)
5 December 1944 - Soest (5.15)
6 December 1944 - Osnabruck (5.15)
12 December 1944 - Essen (4.40)
28 December 1944 - Opladen (4.15)
13 January 1945 - Saarbrucken (5.45)
1 February 1945 - Ludwigshaven (6.05)
2 February 1945 - Wanne Eickel (4.35)

8 February 1945 - Politz (8.25)
13 February 1945 - Dresden (8.25)
14 February 1945 - Chemnitz (8.05)

Warrant Officer McKenzie has completed 36 operational sorties, all being carried out in the Pathfinder Force, on this squadron; in a Marker crew he has acted as Air Bomber on 25 occasions.

His exceptional ability, strong sense of duty and total fearlessness in the face of danger has instilled in those members of his crew with whom he flies the utmost confidence. He has at all times given of his best. He possesses coolness together with a fine offensive spirit which sets a splendid example to the rest of the squadron.

Notes: Involved in crash of Wellington BK342, No.12 OTU, 28 July 1943 following starboard engine failure and crash. No fatalities but he was severely injured (hip and pelvis fractures) and in hospital until 31 August 1943, after which he was discharged to No.2 ACD (Aircrew Conditioning Detachment ?).

Application for Operational Wing filed 7 June 1945 stated he had flown 46 sorties (about 240 operational hours), 18 July 1944 to 13 April 1945.

On repatriation he signed a form stating that he had flown in the following types: Tiger Moth (5.40), Magister (6.45), Anson (26.00), Wellington (70.00) and Lancaster (422.20). He stated on this form that he had flown 46 sorties, 214 hours 55 minutes on operations and 305 hours 50 minutes non-operational. His last sortie had been on 13 April 1945.

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McKENZIE, FS Robert Ian (R71791) - **British Empire Medal** - Station Uplands - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 3 October 1904. Home in Peterborough, Ontario; enlisted in Toronto 23 August 1940 for General Duties. Reclassified as Firefighter, 5 October 1940. Promoted Corporal, 15 October 1940. To No.5 SFTS, 26 October 1940. Promoted Acting Sergeant, 1 December 1940. Reverted to LAC, 23 February 1941. Promoted Sergeant again, 15 March 1941. Promoted Flight Sergeant, 1 October 1941. To No.1 ITS, 12 November 1944. To No.4 REMU, 17 November 1944. To No.19 EFTS, 3 December 1944. To No.2 SFTS, 10 December 1944. Taken on strength of Station Uplands, 15 April 1945. To Release Centre, 7 October 1945. Released 17 October 1945. BEM presented 19 November 1948.

This non-commissioned officer has been at this unit for almost a year and has devoted time and energy for the improvement of conditions and efficiency of the fire hall. Flight Sergeant McKenzie is an excellent non-commissioned officer

who has continually and efficiently discharged his many responsibilities. His untiring efforts beyond the call of duty and outstanding ability are an example to all.

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McKENZIE, FS Stanley Allen (Can 12214A) - **British Empire Medal** - No.408 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. . Born 3 August 1917 in Morse, Saskatchewan (RCAF press release 4910 announcing award) Home in Endeavour, Saskatchewan; enlisted in Regina, 18 September 1939 as aero engine mechanic. To School of Technical Training, St. Thomas, 12 January 1940. To "B", 30 June 1940. To No.4 SFTS, 16 September 1940. Promoted LAC, 1 December 1940.. Promoted Corporal, 1 May 1941. To "Y" Depot, 1 December 1941. To RAF overseas on 12 December 1941. Promoted Sergeant, 1 December 1942. Promoted Flight Sergeant, 1 May 1943. Repatriated 23 December 1944. To Release Centre, 31 January 1945. Released 8 February 1945. Overseas described as Fitter IIE, awarded BEM and Mention in Despatches on same date. Awards presented, 14 February 1948. No citation in AFRO. The following, found in DHist file 181.009 D.1658 (PAC RG.24 Vol.20605) is probably too explicit to have been a citation (it infers much criticism of others) but indicates how McKenzie came to his award. Written by S/L R.P. Vaughan, Chief Technical Officer at Linton-on-Ouse, 7 September 1944. Identifies MacKenzie as an AEM, then says:

This non-commissioned officer has served overseas with No.408 Squadron since December 26th, 1941. He has built "A" Flight up into the best organized and smoothly functioning section on the station. Their record of serviceability and operational failures are second to none.

A very hard working and conscientious man with a thorough knowledge of his trade, he above all has a vast amount of initiative which he does not hesitate to display. The crises that are always arising in other Flights and sections never seem to occur in his Flight as he is capable of himself dealing with most situations. The men who serve under him have all been inspired by his example and are the hardest working and most cheerful flight of all and seem willing to do anything for him. While other Flights have complained loudly, and called for help from R and I whenever they had more than eight aircraft to look after, Flight Sergeant McKenzie has cheerfully prepared as many as twelve for operations quickly and efficiently without a murmur of complaint. This was not an isolated case either, but occurred daily throughout the period that "B" Flight was converting to Halifax aircraft and "A" Flight was looking after all the Lancasters. Such an effort requires a vast amount of internal organization which he himself carried out.

Whenever an order or technical instruction is issued it is certain that it will have

been carried out in this flight before any of the others, and what is more it will have been carried out after Flight Sergeant McKenzie has been told about it once, and once only, compared to the other flights and sections where it is necessary to repeat it several times, and to check up on them later to ensure that it is, in fact, done.

This non-commissioned officer has consistently shown this conscientious, thorough and cheerful attitude to his work. His organizing ability, initiative and attitude towards those who work under him and over him have always been outstanding.

DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 7 September 1944 when he was identified as NCO in charge of Servicing Flight, "A" Flight.

This NCO has served overseas in an operational squadron for three years. His record throughout has invariably conformed to the highest standards of capability in his trade and discharge of his duties. A very hard working and conscientious NCO, he above all has tremendous initiative with the result that crises which commonly arise in other flights and sections are non-existent in his. The men who serve under him have been inspired by his example and are the hardest working and happiest in all the Station. Daily during the height of the invasion air offensive, while other flights were struggling to meet their allotments this NCO's flight, primarily through his efforts of organization and example, invariably exceeded its quota, often by a considerable margin. His personal contribution towards the operational success of his squadron has been outstanding over a long period.

NOTE: Public Records Office Air 2/9040 has a slightly condensed citation as submitted to Air Ministry Honours and Awards Committee:

Has served overseas in an operational squadron for three years and is now Non-Commissioned Officer in charge of the Servicing Flight. He has tremendous initiative and has, by his example and hard work, inspired all those who work under him. During the heat of the invasion air offensive, whilst other flights were struggling to meet their allotments, this Non-Commissioned Officer's flight, primarily through his fine organization and example, invariably exceeded its quota, often by a considerable margin. His personal contribution towards the operational success of his squadron has been outstanding.

McKENZIE, FS Stanley Allen (Can 12214A) - **Mention in Despatches** - No.408 Squadron (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 918/45 dated 1 June 1945. No citation in AFRO. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has original recommendation forwarded 31 July 1944 which notes he had

spent 27 months in Canada, 30 months in UK.

This Senior Non-Commissioned Officer, through his personality and leadership, has been a tremendous asset to this unit. Always doing more than his share, he set a shining example to his crews on operational work. He has at all times set a high nature of serviceability before personal rest or comfort.

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McKEOWN, F/O Erwin Henry (J26476) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 14 January 1924 at Acton, Ontario; home there (garage attendant); enlisted in Hamilton, 26 January 1942. To No.1 Manning Depot, 2 March 1942. To No.6 ITS, 18 July 1942; promoted LAC, 11 August 1942 but not posted to No.12 EFTS until 24 October 1942. To No.9 SFTS, 22 January 1943; graduated and commissioned 14 May 1943. To No.1 GRS, 23 May 1943. To "Y" Depot, 14 August 1943. To overseas, 3 September 1943. Taken on strength of No.3 PRC, 8 October 1943. Repatriated 17 February 1945. Released 6 April 1945. Died at Deerfield Beach, Florida, 17 January 1999. Medal sent by registered mail, 28 June 1949. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." See DHist file 181.009 D.1746 (PAC RG.24 Vol.20608); recommended 10 January 1945 when he had done 36 sorties (183 hours 40 minutes):

This officer has completed a tour of operations against a large number of heavily defended targets, and his standard of success is a fitting tribute of his untiring efforts and outstanding skill as a pilot. On several occasions Flying Officer McKeown has been attacked by fighters, but by skilful evasion and exemplary coolness has never failed to press home his attack to the utmost. A courageous and resourceful captain of aircraft, Flying Officer McKeown has made an outstanding record throughout his flying career.

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McKEOWN, F/L John Sully (J4533) - **Commended for Valuable Services in the Air** - No.5 SFTS - Award effective 1 January 1944 as per **Canada Gazette** and **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born at Winchester, Ontario, 17 January 1918 (RCAF Press Release of 27 December 1943 announcing award). Home in Brantford and Ottawa, Ontario; enlisted in Ottawa, 29 July 1940. To No.2 ITS, 31 August 1940. Promoted LAC and posted to No.2 EFTS, 22 October 1940; to No.7 SFTS, 19 December 1940. Graduated and commissioned 2 March 1941. Posted to Trenton, 5 March 1941. To No.5 SFTS, Brantford, 5 May 1941 to instruct. A news clipping described his tour at No.5 SFTS (May 1941 until January 1944) as "one of the longest continuous postings in the Commonwealth Air Training Plan". Promoted Flying Officer, 6 March 1942. Promoted Flight Lieutenant, 15 January 1943. To No.1

GRS, 16 February 1944. To "Y" Depot, 13 May 1944. To No.111 OTU, 28 May 1944. Taken on strength of No.3 PRC, Bournemouth, 4 October 1944. Subsequently flew on anti-shipping operations with Coastal Command (Halifax aircraft), teamed with F/L W. Atkinson (RAF). Clipping describes several attacks - once going through warship fire to attack (from 2,500 feet) a 5,000-ton vessel in Kattogat; on another occasion tailplane sustained a large hole as they flew through fire of three escort ships to bomb two merchant ships; after that they had to dive to 50 feet to evade night fighters. Repatriated 2 August 1945. Released 22 September 1945. Living in Cowansville, Quebec as of 1950. Photo PL-3111 shows the following graduates of No.7 SFTS, March 1941: R69828 H.E. Hallett, R59335 J.D. McIsaac, R54226 J.S. McKeown, R60278 A.R. Smith. RCAF photo PL-45165 (ex UK-22744) dated 18 July 1945 shows four Ottawa-area RCAF "repats" in Torquay with a British policeman - F/O S.G. Walker, F/O P.J. Rubben, F/L J.S. McKeown (leaning on sign) and F/L J.T. Moir.

This officer has completed a considerable number of instructional flying hours during which time he has proven to be an industrious and hard working instructor possessing outstanding ability in the organization and operation of a flight. Being both capable and diligent he has set an excellent example to all other personnel at his unit.

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McKIEL, F/O Arthur Burtis (J11761) - **Air Force Cross** - No.7 Bombing and Gunnery School - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 14 September 1919. Enlisted at Winnipeg, 3 June 1940. To No.1 ITS, 24 June 1940; promoted LAC, 19 July 1940; to No.2 Training Command, 19 July 1940 for instruction by the Winnipeg Flying Club; posted on 14 September 1940 to No.1 SFTS; cards say he graduated 14 November 1940 but not promoted Sergeant until 1 January 1941. To No.2 BGS, 6 March 1941. To "Y" Depot, 24 November 1941. Overseas posting cancelled and posted to No.7 BGS, 4 December 1941. Promoted WO2, 1 January 1942. Commissioned 15 May 1942. Promoted Flying Officer, 15 November 1942. To "Y" Depot, 23 August 1944. Taken on strength of No.3 PRC, Bournemouth, 29 August 1944. Promoted Flight Lieutenant, 1 September 1944. Repatriated 2 August 1945. Released 12 August 1945. Re-engaged in Regina postwar (1951-55) as a Chipmunk instructor. When recommended for AFC he had had flown 2,187 hours (1,950 as staff pilot, 250 in past six months). AFC presented 6 September 1947.

This officer has completed over two and a half years outstanding service as a staff pilot without damage to an aircraft. On several occasions he has exhibited exceptional skill in executing forced landings. His devotion to duty and coolness in emergencies have set an excellent example to his associates. His work has been a definite contribution to the training of aircrew.

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McKILLOP, F/O Alexander Patterson (J35120) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 7 August 1920 in Kenville, Manitoba; home in Chilliwack, British Columbia (book keeper). Trained at No.2 ITS, No.7 BGS and No.5 AOS. Commissioned September 1943. Remained in postwar RCAF (24602); Released 28 February 1971.

During the many operational sorties in which he has participated Flying Officer McKillop's aircraft has been damaged by enemy action on ten occasions. While engaged in a daylight attack against Bottrop in September 1944, his aircraft sustained damage from anti-aircraft fire while in the target area. Two engines were rendered unserviceable and the nose of his aircraft was shattered and he was covered with oil from the front turret. Despite the resultant difficulties Flying Officer McKillop completed the bombing run and obtained an excellent photograph. Shortly after leaving the target area a third engine partially failed and the aircraft became extremely difficult to handle. He gave his pilot and navigator valuable assistance on the return flight but in so doing he sustained severe burns to his hands. This officer has always maintained a high standard of courage, tenacity and devotion to duty.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has original recommendation by W/C D.C. Hagerman drafted 27 November 1944 when he had flown 23 sorties 136 hours as an Air Bomber:

While on a daylight attack on Bottrop on 27th September 1944, no Target Indicators were seen on the first run. Flying Officer McKillop instructed his pilot to make an orbit and, while doing this, the aircraft was hit by flak and the two port engines were put out of action. The perspex in the nose of the aircraft was shattered and he was covered by oil from the shattered front turret. In spite of this dangerous situation and the discomfort of the slipstream, Flying Officer McKillop carried through the bombing run and his photograph proved that he was right at the aiming point. Shortly after leaving the target area, the starboard inner engine partially failed and the aircraft became increasingly difficult to handle. Flying Officer McKillop calmly obtained a crowbar and, with the assistance of the Engineer, braced the controls, thereby helping the pilot to return safely to this country. While on the journey home, he assisted the Navigator and, as the GEE set had been damaged, he spent some time in putting this in order but, while doing so, his hands were badly burned.

On ten occasions the aircraft in which Flying Officer McKillop has flown has been badly damaged by enemy action but this has in no way reduced his enthusiasm for operational flying and I consider the great example shown by this officer, combined with his courage and determination, fully merits the immediate

award of the DFC.

The sortie list was as follows:

18 July 1944 - Caen (4.45, day)
20 July 1944 - L'Hey (4.00, day)
25 July 1944 - Stuttgart (9.05)
28 July 1944 - Hamburg (6.15)
9 August 1944 - Acquet (4.35)
10 August 1944 - La Pallice (7.30)
25 August 1944 - Russelheim (10.15)
27 August 1944 - Mimoyecques (3.55, day)
29 August 1944 - Stettin (9.25)
6 September 1944 - Emden (4.25, day)
10 September 1944 - Le Havre (5.25, day)
12 September 1944 - Dortmund (5.15, day)
25 September 1944 - Calais (4.15, day)
26 September 1944 - Calais (4.00, day)
27 September 1944 - Bottrop (4.35, day)
1 October 1944 - Bergen (6.25, day)
6 October 1944 - Dortmund (6.25)
8 October 1944 - Bochum (6.45)
14 October 1944 - Duisburg (5.15, day)
14 October 1944 - Duisburg (6.05)
19 October 1944 - Stuttgart (7.05)
6 November 1944 - Gelsenkirchen (5.10, day)
16 November 1944 - Julich (5.30, day)

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McKILLOP, S/L Archibald Fraser (C1756) - **Commended for Valuable Services in the Air** - No.4 AOS - Awarded 1 January 1943 as per **Canada Gazette** dated 9 January 1943 and AFRO 55/43 dated 15 January 1943. Born 23 August 1896 at Dutton, Ontario. Enlisted in London, Ontario, 23 January 1940 as a Navigation Officer. As of 11 November 1940 he was at No.4 AOS. Flight Lieutenant as of 1 May 1941. Promoted Squadron Leader, 1 October 1942. To No.1 CNS, 27 February 1943. To No.2 ANS, 20 February 1944. To No.1 Training Command, 24 August 1944. Promoted Wing Commander, 1 October 1944. To Release Centre, 15 April 1945. Released 21 April 1945. RCAF photo PL-2444 taken at No.4 AOS shows F/O D.R. Campbell and F/O A.F. McKillop.

This officer has given exceptional service as a Chief Navigation Instructor, bringing the school to a high pitch of efficiency, and has set an example to his instructors by his regular participation in the flying exercises. He has flown a

total of 708 hours, of which 642 hours have been completed since his posting to the school in December 1940. His average monthly flying hours are 24 hours 35 minutes.

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McKILLOP, P/O Stanley Bruce (J85711) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 27 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 11 July 1912 in Montreal; home in Toronto; enlisted in Windsor, 24 July 1941. To No.1 Manning Depot, 1 September 1941. To No.1 ITS, 18 January 1942. Graduated and promoted LAC on 13 March 1942; to No.8 AOS, 28 March 1942; graduated and promoted Sergeant on 3 August 1942. To "Y" Depot that date. To RAF overseas, 27 August 1942. Commissioned 30 March 1944. Promoted Flying Officer, 30 September 1944. Repatriated late in 1944 (date not clear) and posted to No.1 Air Command, 14 January 1945; to No.1 AOS, 1 February 1945; to "Y" Depot, 10 March 1945; to United Kingdom, 18 March 1945. Repatriated again, 13 June 1945. Released 5 September 1945. DFC presented 15 April 1948.

Pilot Officer McKillop has participated in very many sorties as navigator against strongly defended enemy targets. He has at all times displayed a high degree of skill and determination and his ability to guide his pilot to the target without fail has contributed largely to the successes achieved. On one occasion his aircraft was attacked by enemy night fighters. In the ensuing combat the aircraft was damaged and the navigational aids were rendered useless. Nevertheless this officer skilfully guided the aircraft to the target and back to base. The calmness and reliability of this officer in the face of the enemy have been an inspiration to the crews with whom he has flown.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has recommendation raised by W/C J. Lecompte, 18 August 1944 when he had completed 29 sorties (155 hours 45 minutes):

As navigator, this officer has completed many sorties against strongly defended targets, requiring a high degree of skill and determination. His calmness and dependability when under fire have been a source of inspiration to the crews with which he has flown and his ability to guide his pilot to the target without fail has contributed largely to the successes obtained. On a recent sortie against a difficult and well defended target the navigational aids were rendered useless by night fighter attacks and flak. However, Flight Sergeant [sic] McKillop skilfully and with determination guided the aircraft to the target and back to base.

On 19 August 1944, G/C H.H.C. Rutledge (Station East Moor) added his remarks:

Pilot Officer McKillop's calmness, proficiency and devotion to duty has been a

splendid and inspiring example to the Navigators of his squadron. In particular, the commendable manner in which he performed his duties during an attack on Brunswick on the night 12/13th August, when most of the navigational instruments were unserviceable through enemy action, warrants this recommendation for an immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

31 August 1943 - Munchen-Gladbach (4.40)
5 September 1943 - Mannheim (6.30)
6 September 1943 - Munich (7.20)
23 September 1943 - Mannheim (5.15)
2 October 1943 - Munich (7.25)
3 October 1943 - Kassel (5.30)
8 October 1943 - Hanover (4.50)
18 October 1943 - Hanover (4.50)
20 October 1943 - Leipzig (6.30)
22 October 1943 - Kassel (2.25, incomplete, icing)
10 November 1943 - Modane (7.40)
20 January 1944 - Berlin (7.25)
21 January 1944 - Magdeburg (7.00)
23 February 1944 - Gardening (6.05)
2 March 1944 - Moulán (5.00)
26 April 1944 - Essen (4.20)
30 April 1944 - Somaine (4.05)
9 May 1944 - St. Valerie (3.25)
19 May 1944 - Le Clipon (4.30)
21 May 1944 - Le Mans (5.25)
27 May 1944 - Bourg Leopold (5.00)
4 June 1944 - Calais (4.15)
5 June 1944 - Maryville/Franceville (4.10)
6 June 1944 - Conde sur Hureaux (5.30)
8 June 1944 - Mayenne (5.50)
12 July 1944 - Acquet (4.00)
28 July 1944 - Hamburg (5.35)
12 August 1944 - Brunswick (6.45)
14 August 1944 - Bons Tassily (4.30, mid-under gunner)

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McKINLAY, F/O John Allin (J26541) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 133/46 dated 8 February 1946. Born 13 January 1920 in Vancouver; home there. Former clerk.

Educated University of British Columbia (ex-COTC and a member of the University Air Training Squadron, 1941-1942). The Air Training Squadron experience included part of the syllabus of Initial Training School (120 hours of basic training, 25 hours on Signals, 90 hours of Air Navigation). Enlisted in Vancouver, 30 April 1942 and granted Leave Without Pay. To No.3 Manning Depot, 20 July 1942. To No.4 ITS, 5 September 1942. Promoted LAC, 4 December 1942 but only posted to No.2 BGS on 9 January 1943. To No.7 AOS, 3 April 1943. Graduated and commissioned on 14 May 1943. To Station Mountain View on 15 May 1943 for Bombing Instructor course. To No.5 BGS, 31 May 1943. Promoted Flying Officer, 14 November 1943. To "Y" Depot, 9 December 1943. Taken on strength of No.3 PRC, 21 January 1944 (date of embarkation from New York). Disembarked in Britain, 30 January 1944 and posted to No.61 Base. To No.23 OTU, 16 February 1944. To No.4 (Observer) AFU, 28 March 1944. To No.24 OTU, 2 May 1944. To No.61 Base, 16 August 1944. Attached to No.1664 Conversion Unit, 25 August to 2 October 1944. To No.428 Squadron, 2 October 1944. To No.405 Squadron 13 December 1944. Attached to Pathfinder Night Training Unit, Warboys, 13-30 December 1944 until return to No.405 Squadron. Repatriated 31 July 1945. To No.8 Release Centre, Vancouver, 10 August 1945. Released 25 September 1945. DFC sent by registered mail, 24 February 1950. Approached RCAF to join in 1956 but deemed overage. Died in University Heights, British Columbia, 11 December 1969, age 49 as per British Columbia Vital Statistics. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8751 has recommendation dated 20 April 1945 when he had flown 38 sorties (234 hours 50 minutes), 28 October 1944 to 18 April 1945. His sortie list including times is identical to that of F/O William G. McLean, indicating they were in the same crew.

28 October 1944 - Cologne (6.45)
30 October 1944 - Cologne (6.20)
1 November 1944 - Oberhausen (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)
2 December 1944 - Hagen (6.30)
4 December 1944 - Karlsruhe (7.25)
5 December 1944 - Soest (7.10)
6 December 1944 - Osnabruck (5.50)
5 January 1945 - Hannover (5.25)
7 January 1945 - Munchen (7.20)
14 January 1945 - Saarbrucken (4.45)
22 January 1945 - Duisburg (4.05)

28 January 1945 - Stuttgart (6.10)
7 February 1945 - Cleve (4.15)
8 February 1945 - Politz (8.15)
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 (4.40)
15 March 1945 - Misburg (6.30)
16 March 1945 - Nuremburg (7.15)
18 March 1945 - Witten (5.25)
20 March 1945 - Hemmingstadt (5.10)
22 March 1945 - Hildesheim (4.35)
4 April 1945 - Merseburg (7.20)
9 April 1945 - Kiel (5.15)
14 April 1945 - Potsdam (7.45)
16 April 1945 - Schwandorf (7.40)
18 April 1945 - Heligoland (4.10)

Flying Officer McKinlay is a very efficient Air Bomber in a crew which has a splendid operational record. He has participated in attacks on such heavily defended enemy areas as Hannover, Munich, Chemnitz and Dessau.

He has invariably displayed a fine offensive spirit and a keen sense of responsibility which has inspired his fellow crew members on to greater efforts. He has not faltered from pressing home his attacks to the full, and seeing that his bombs hit the proper objective. Undoubtedly this officer's fine example will be difficult to surpass.

Notes: Application for Operational Wing dated 15 April 1945 states he had flown 36 sorties (222 hours 55 minutes), 28 October 1944 to 14 April 1945. Of these, fourteen sorties (90 hours) had been with No.428 Squadron.

Described on 10 June 1945 as "A willing worker - a quiet person who likes to stay in the background." Had then flown 688 hours, 242.25 in previous six months.

On repatriation, 4 July 1945, he stated he had flown 256 operational hours (40 sorties), the last trio being 24 April 1945. Also flew 283 non-operational hours. Overseas time had involved Ansons (33.25), Wellingtons (80.15), Halifax aircraft (33.15) and Lancasters (392.05)

Training: At No.4 ITS, 28 September to 4 December 1942, placed 107th in a class of 126.

Courses in Mathematics (130/150), Navigation (114/150), Airmanship (78/100), Anti-Gas (46/50), Armament (44/50), Aircraft Recognition (82/100), Drill (68/100), Signals (113/150), Meteorology (34/50) and Visual Link Trainer (30/100).

Course at No.2 BGS was 11 January to 26 March 1943. Bombing training on Anson aircraft (27.35 day, 5.45 night), dropping 36 bombs by day and 24 by night in high level exercise and 24 bombs by day in low level exercises. Gunnery training on Bolingroke aircraft (8.30 by day) and Battle aircraft (1.40 by day. In Beam Test he fired 350 rounds (4.1 % hits), in Beam Relative Speed Test fired 1,400 rounds (seven percent hits) and Under Tail Test fired 400 rounds (five percent hits). Described as "Below Average" in Bombing, "Above Average" in Gunnery. "Very good student. Keen, enthusiastic. Leadership qualities. BA degree." Placed 16th in a class of 33.

Course at No.7 AOS was 5 April to 14 May 1943. Flew in Anson aircraft (21.20 day, 12.00 night). Graded in Navigation, Air Work (80/100), Bombing, Air Work (81/100), Photography, Air Work (70/100), Elements of Navigation (33/50), Signals, Practical (71/75), Photography (37/50), Reconnaissance (36/50) and Aircraft Recognition (75/75). Under "Navigation, Air" described as "Keeps an excellent log and does excellent contact navigation." Under "Ground" described as "Work throughout course well above general level of class." Also described as "Good bomb aimer." Placed first in a class of 16.

Course at No.24 OTU was 3 May to 4 August 1944. Flew in Wellingtons 8.40 daylight local bombing, 4.00 daylight local gunnery, 18.10 daylight cross-country exercises, 17.00 daylight "other", 3.35 night local bombing, 35 minutes night local gunnery, 19.00 night cross-country exercises, 12.15 night "other". In the course of Day Bombing he carried out four high level exercises (32 bombs, 195 yards average error), six stick exercises (twelve bombs, 103 yards average error), and five simulation by photography exercises. In Night Bombing he dropped 24 bombs high level (128 yards average error), six stick exercises (twelve bombs, 164 yards average error) and two infra-red simulations. Under Photography Exercises he listed two by day and three (photoflash) by night. Cross country exercises numbered six by night and five by day. Further "Ground Work" involved Bomb Sights (89/100), Bombing Drill with Panel Manipulation (88/100), Map Reading (38/50), Photography (40/50), Pyrotechnics (44/50) and Bombs (29/50). Air Work marks were in Bombing, Day (105/150), Bombing, Night (110/150), Map Reading, Day (130/200), Map Reading, Night (141/200), Photography, Day (50/100) and Photography, Night (60/100). "This officer has done good work in Ground School and continued in Flights although photography marks lowered his average there. He should make a capable Air Bomber and an efficient member of his crew."

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McKINLEY, F/O Harold Ernest (J24990) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 27 August 1914 in St.Alberts, Alberta; home in Canyon Creek, Alberta (mink rancher); enlisted in Edmonton, 13 April 1942 and immediately posted to

No.3 Manning Depot. To No.7 ITS, 4 July 1942; graduated and promoted LAC on 28 August 1942 but not taken on strength of No.6 EFTS until 10 October 1942. To No.4 SFTS, 5 December 1942. Graduated and commissioned 2 April 1943. To "Y" Depot, 16 April 1943. To RAF overseas 15 May 1943. Disembarked in Britain, 24 May 1943. To No.15 AFU, 29 June 1943. Promoted Flying Officer 2 October 1943. To No.24 OTU, 14 December 1943. To No.22 OTU, 18 December 1943. To No.61 Base, 10 March 1944. At No.1666 HCU, 22 March to 24 April 1944. To No.408 Squadron, 24 April 1944. To No.26 OTU, 28 September 1944. Promoted Flight Lieutenant, 2 April 1945. Repatriated 1 June 1945. Released 18 July 1945. DFC presented 9 July 1949. Died in Surrey, British Columbia, 2 January 1988 as per **Airforce Magazine** of July-August-September 1988. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Office Air 2/8881 has recommendation dated 18 September 1944 when he had flown 34 sorties (166 hours 25 minutes), 26 April to 12 September 1944.

26 April 1944 - Essen (4.40)
1 May 1944 - St.Gheislain (4.20)
9 May 1944 - Calais (3.30)
10 May 1944 - Ghent (4.10)
31 May 1944 - Au Fevre (4.15)
2 June 1944 - Neufchatel (4.15)
5 June 1944 - Longue (4.20)
6 June 1944 - Coutances (5.40)
8 June 1944 - Mayenne (6.50)
13 June 1944 - Cambrai (4.40)
16 June 1944 - Oiesemonte Neuville au Bois (4.15)
17 June 1944 - Sterkrade (4.10)
23 June 1944 - Bientques (3.45)
27 June 1944 - Foret d' Eawy (4.05)
6 July 1944 - Coquereaux (4.25)
6 July 1944 - St.Pol Siracourt (4.20)
18 July 1944 - Caen (4.35)
20 July 1944 - Le Hey (3.30)
23 July 1944 - Kiel (5.30)
24 July 1944 - Stuttgart (7.35)
25 July 1944 - Stuttgart (8.25)
28 July 1944 - Hamburg (4.55)
1 August 1944 - Ferme de Forestel (4.02)
3 August 1944 - Bois de Casson (4.30)
4 August 1944 - Bois de Casson (4.00)
5 August 1944 - St.Leu d'Esserent (4.55)
8 August 1944 - Foret de Chantilly (5.15)
9 August 1944 - Foret de Nieppe (3.45)
10 August 1944 - La Pallice (6.40)

12 August 1944 - Montrichard (5.05)
28 August 1944 - Ile de Cezembre (4.50)
10 September 1944 - Le Havre (4.10)
11 September 1944 - Castrop Rauxel (5.00)
12 September 1944 - Wanne Eickel (5.00)

Flying Officer McKinley has completed a tour of operations on four engined bombers in an exemplary manner. Many of his sorties took him deep into Germany against such heavily defended targets as Stuttgart, Hamburg and Essen. On all occasions he displayed a fine offensive spirit and pressed home all his attacks with great determination, bringing home many excellent aiming point photographs.

Flying Officer McKinley has shown great determination to participate in all operations against the enemy, and has by his cheerfulness and courage set an excellent example to all members of this squadron. In my opinion, such a long period of skilful and efficient service fully merits an award of the non-immediate Distinguished Flying Cross.

Note: Application for operational wing dated 19 September 1944 stated he had flown 34 hours (164 hours 55 minutes), 26 April to 12 September 1944.

On 22 May 1945, on repatriation, stated he had flown 166.25 on operations (34 sorties) and 439.55 non-operational. Types flown were Oxford (148.00), Wellington (191.10), Lancaster II (235.35) and Halifax (31.55).

Apparently involved in accidents at No.15 (P) AFU, 8 August and 11 August 1943.

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McKINLEY, F/O Henry Joseph Love (J24177) - **Distinguished Flying Cross** - No.575 Squadron - Award effective 31 October 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 16 June 1914 in Glasgow, Scotland; home in Brooklyn, New York but appears to have been still a British national when he enlisted in Hamilton, 4 February 1942. To No.1 Manning Depot, 5 April 1942. To No.4 Manning Depot, 25 May 1942; to No.5 Manning Depot, 10 July 1942. To No.5 ITS, 15 August 1942; graduated and promoted LAC on 24 October 1942 but not taken on strength of No.4 AOS until 7 November 1942. Graduated and commissioned on 5 March 1943. To "Y" Depot, 19 March 1943. To Ferry Command, 27 March 1943. Promoted Flying Officer, 5 September 1943. To United Kingdom, 14 February 1944. Promoted Flight Lieutenant, 5 March 1945. Repatriated 2 August 1945. Released 14 September 1945. RCAF photo PL-44173 (ex UK-21850 dated 31 May 1945) is captioned as follows: "Part of an aircraft filled with French and Belgian prisoners of war just released. Here they are being flown home by members of the RCAF Husky Squadron stationed near Brussels. On shoulders of

ex-POWs are F/O Louis Botari (Welland, Ontario, S/L Robert Joyce (Calgary), and Flying Officers Harry McKinley (Brooklyn, New York) and John Rehenuc (Windsor).” Cited with WO A.E. Smith (RAF).

In September 1944, Flying Officer McKinley and Warrant Officer Smith were navigator and map reader, respectively, in an aircraft detailed for a glider towing mission. The target was in Holland. When over enemy positions the aircraft was hit by anti-aircraft fire. The pilot was killed and Flying Officer McKinley was wounded. Despite this, he unhesitatingly went to assist his comrade, Warrant Officer Smith, who, with great promptitude and resource, had taken over the controls and was keeping the aircraft on its course towards the target. The glider had been badly damaged and later its pilot was compelled to release. Warrant Officer Smith afterwards flew the aircraft back to an airfield where he effected a landing without incurring any further damage to the aircraft. Throughout the return flight Flying Officer McKinley, though suffering much pain, displayed the greatest determination and his accurate navigation was an important factor in the safe return of the aircraft. These members of aircraft crew set a fine example of courage and resource in the face of great difficulties.

The incident in question was on 18 September 1944, Dakota KG328, with the following crew:

J24106 F/O George Edgar Henry, pilot (killed)
751679 Warrant Officer A.E. Smith, Navigator/B (uninjured)
J24177 F/O Henry Joseph Love McKinley, Navigator/B (slightly injured)
R114257 Warrant Officer W. Fowler, WAG (uninjured).

Circumstantial report on the loss of this aircraft (from file of F/O G.E. Henry) read as follows::

On the 18th September KG328 took off from Broadwell towing a Horsa Glider for airborne operations over Holland.

At position 51.08N 04.58E the aircraft was hit on the port side by flak. The pilot, F/O Henry, was seriously wounded and died shortly afterwards. Warrant Officer A.E. Smith, a navigator acting as map reader, immediately took control of the aircraft and attempted to complete the mission. A few minutes later the glider pilot stated he would have to cast off as his ailerons were shot away. Warrant Officer Smith turned the aircraft south to cast off the glider over our lines. After casting off the glider, course was set for England and F/O McKinley, the navigator, flew the aircraft part of the way. Martlesham Heath was sighted and a successful landing was made into wind on the grass as there was a strong wind across the runway.

This appears to have been the second mission flown to Arnhem; the first was on 17 September

1944 (KG320). A copy of F/O G.E. Henry's logbook has been deposited with the Canada Aviation Museum. .

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McKINNON, FS (now P/O) Bernard Lloyd (R161211/J93040) - **Distinguished Flying Medal** - No.419 Squadron - Award effective 6 April 1945 as per **London Gazette** of that date and AFRO 765/45 dated 4 May 1945. Born 23 January 1917 in St.Catharines, Ontario; home there (inspector); enlisted in Hamilton, 10 April 1942. To No.4 Manning Depot, 3 June 1942. To No.5 Manning Depot, 17 July 1942. To No.5 ITS, 24 September 1942. Graduated and promoted LAC on 7 November 1942 but only posted to No.10 EFTS on 21 November 1942; to No.16 SFTS, 6 February 1943. Ceased training and posted to No.1 Manning Depot on 18 May 1943. To No.4 BGS, 12 June 1943. Graduated 3 September 1943 and posted next day to No.1 AOS. Graduated and promoted Sergeant, 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Commissioned 29 November 1944. Repatriated 12 April 1945. To No.1 Composite Training School, 21 April 1945. Promoted Flying Officer, 29 May 1945. To Release Centre, 3 January 1946. Released 4 January 1946. DFM presented 31 May 1947. Worked for General Motors for 32 years retiring in 1973. Died in St. Catharines, Ontario, 20 February 2006

Flight Sergeant McKinnon has participated in many sorties against some of the most heavily defended targets in Germany. In December 1944 he was the air bomber in an aircraft detailed to attack Ludwigshafen. Shortly after the bombs had been released the aircraft was hit by bullets from a fighter. At the time Flight Sergeant McKinnon was moving to a position from which he could continue his duties by assisting the navigator; he was struck in the foot which was badly injured. Although in considerable pain, Flight Sergeant McKinnon insisted on remaining at his post until assured that he could be of no further assistance. His example of courage and fortitude won great praise.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has recommendation by W/C D.C. Hagerman dated 23 December 1944 when he had flown 15 sorties (85 hours five minutes):

On the 27th October 1944, Flight Sergeant McKinnon was detailed as Air Bomber to attack Bottrop. The target was hotly defended by A.A. fire and partially obscured by cloud. The aiming point was not visible in time to allow accurate bombing so Flight Sergeant McKinnon instructed his pilot to orbit. While on the bombing run the aircraft was repeatedly hit by flak, one piece of which came through the nose and shattered the perspex which hit this NCO in the face. Another piece of flak came through the floor of the fuselage, just missing him. Unperturbed, Flight Sergeant McKinnon covered the hole in the fuselage with his body and carried on giving instructions to his pilot in a calm and collected manner and successfully bombed the target, obtaining an excellent picture of the aiming

point.

On the 15th December 1944, a few minutes after bombing Ludwig-Manstein, his aircraft was fired on by an enemy aircraft. Flight Sergeant McKinnon was in the process of moving to assist the Navigator and was severely wounded in the right foot by a cannon shell. Although his foot was badly smashed and he was suffering intense pain he made no complaint and insisted on helping his Navigator. Only when Flight Sergeant McKinnon was satisfied he could not be of any further assistance and when ordered by his captain to go to the rest position did he leave his post. From the rest position he gave explicit instructions to the Engineer and Wireless Operator as to the method of checking for hang-ups.

On landing at an emergency airfield his crew were surprised to find there was some doubt as to the possibility of saving his foot.

Throughout his tour, Flight Sergeant McKinnon has shown great zeal to attack the enemy and has invariably pressed home his attacks irrespective of enemy opposition.

I consider the courage and fortitude shown by Flight Sergeant McKinnon and his cheerfulness and devotion to duty in most harrowing circumstances fully merits the award of the Conspicuous Gallantry Medal.

The sortie list was as follows:

15 September 1944 - Kiel (6.40)
17 September 1944 - Boulogne (4.00, day)
18 September 1944 - Domburg (3.50, day)
19 September 1944 - Domburg (2.10, day, recalled)
20 September 1944 - Calais (3.05, day)
26 September 1944 - Calais (4.15, day)
27 September 1944 - Bottrop (5.55, day)
6 October 1944 - Dortmund (5.50)
9 October 1944 - Bochum (5.50)
14 October 1944 - Duisburg (5.40, day)
14 October 1944 - Duisburg (6.05)
16 November 1944 - Julich (5.50, day)
27 November 1944 - Neuss (6.05)
2 December 1944 - Hagen (7.10)
4 December 1944 - Karlsruhe (7.05)
15 December 1944 - Ludwig-Mannheim (5.35)

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McKINNON, F/O Donald Barton Oliver (J26648) - **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 26 November 1921 in Edmonton; home in Stevenson, British Columbia. Educated at University of British Columbia. Enlisted in Vancouver, 16 October 1941. To No.3 Manning Depot, 3 November 1941. To No.10 SFTS (non-flying duties), 16 January 1942. To No.7 ITS, 28 February 1942; graduated and promoted LAC on 22 May 1942 but not posted to No.19 EFTS until 1 August 1942. To No.10 SFTS, 26 September 1942. Ceased pilot training on 28 November 1942 and posted to No.1 Composite Training School. To No.5 BGS, 3 January 1943; graduated 19 March 1943 but not posted to No.1 ANS until 19 April 1943; graduated and commissioned 28 May 1943. To "Y" Depot, 11 June 1943. To RAF overseas, 26 June 1943. Disembarked in Britain, 7 July 1943. To No.10 (Observer) AFU, 19 July 1943. To No.137 ABC, 14 September 1943. To No.82 OTU, 15 September 1943. Promoted Flying Officer, 28 November 1943. Attached to No.1659 Conversion Unit, 27 February to 12 April 1944. To No.433 Squadron, 12 April 1944. To No.405 Squadron, 26 June 1944. Attached to Night Training Unit, 26 June to 11 July 1944. Promoted Flight Lieutenant, 8 February 1945. To Repatriation Depot, 20 March 1945. Repatriated 8 April 1945. To Western Air Command, 14 April 1945. To No.5 OTU, 23 May 1945. To Release Centre, 16 September 1945. Released 19 September 1945. Died in Vancouver, 5 June 1977, age 55 as per British Columbia Vital Statistics. DFC presented in Vancouver, 22 October 1949. Photo PL-35938 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 2/9051 has recommendation dated 20 December 1944 when he had flown 40 sorties (184 hours 20 minutes), 26 April to 6 December 1944.

26 April 1944 - Essen (5.45)
6 May 1944 - GARDENING, Brest (4.55)
8 May 1944 - GARDENING, Morgrix (4.25)
9 May 1944 - St. Valerie (4.30)
15 May 1944 - GARDENING, Kattegat (5.55)
19 May 1944 - Le Clipon (3.00)
21 May 1944 - GARDENING, Weser (4.35)
22 May 1944 - Le Mans (5.05)
27 May 1944 - Le Havre (3.55)
28 May 1944 - Le Havre (3.55)
2 June 1944 - Dunkirk (3.25)
5 June 1944 - Houlgate (4.50)
6 June 1944 - Conde sur Noireau (5.35)
10 June 1944 - Versailles (5.30)
14 June 1944 - Cambrai (4.30)
15 June 1944 - Nucourt (3.45)
19 July 1944 - Rollez (3.00)
23 July 1944 - Kiel (5.15)
27 July 1944 - Boisson (3.30)

28 July 1944 - Hamburg (4.55)
30 July 1944 - St.Pierre (3.35)
3 August 1944 - L'Ile Adam (3.00)
4 August 1944 - St.Maximum (3.05)
5 August 1944 - Bordeaux (7.40)
7 August 1944 - TOTALIZE (2.35)
8 August 1944 - Lucheux (2.50)
25 August 1944 - Russelsheim (7.00)
26 August 1944 - Kiel (5.30)
12 September 1944 - Frankfurt (6.00)
14 October 1944 - Duisburg (4.05)
15 October 1944 - Wilhelmshaven (4.10)
19 October 1944 - Stuttgart (5.15)
23 October 1944 - Essen (4.40)
25 October 1944 - Homberg (3.20)
30 October 1944 - Cologne (4.20)
2 November 1944 - Dusseldorf (4.05)
11 November 1944 - Dortmund (4.25)
27 November 1944 - Freiburg (5.10)
30 November 1944 - Duisburg (4.15)
6 December 1944 - Merseberg (6.35)

Flying Officer McKinnon is a very keen and capable Bomb Aimer who is now on his second tour of operations. Included amongst the targets he has attacked are such heavily defended areas as Frankfurt, Kiel and Dusseldorf. He has invariably displayed an excellent fighting spirit and a keenness for operational duty which is most inspiring to all fellow crew members. His most outstanding qualities are his devotion to duty and great courage even under the most adverse conditions. This officer's fine personal qualities have acted as an incentive to his crew and contributed in no small way to their fine record of achievement.

Notes: On 22 February 1943, at No.5 BGS, Dafoe, he was injured while loading bombs onto Anson aircraft 11288. Bombs were placed on ground by armament personnel and Air Bomber students, as part of training, were required to attach bombs to racks. He was not wearing a helmet, and in the cold he decided to fetch one from the aircraft, which he did. This probably saved his life, for when he crouched and moved in the direction of the hangar, he misjudged height and was struck by starboard propellor, resulting in scalp lacerations, abrasions to right shoulder and right elbow. He was dragged clear by a fellow trainee, Aus 425041 LAC F.J. McFarlane.

Application for Operational Wing dated 5 December 1944 stated that he had flown fifteen sorties with No.433 Squadron and 24 sorties with No.405 Squadron (total 179 hours ten minutes), 26 April to 27 November 1944.

Application for Bar to Operational Wing dated 15 February 1945 stated he had now flown 52 sorties, 26 April 1944 to 14 February 1945, in all totalling 251 hours 55 minutes of operational time (no non-operational tour).

Training Notes: Course at No.10 (O) AFU was 20 July to 31 August 1943. Flew in Anson aircraft - 11.45 day bombing, 3.20 day gunnery, 9.10 day combined exercises (total 24.15 by day) plus 3.25 night bombing and 7.35 night combined exercises (10.50 night total). By day he dropped six bombs (medium level) and 13 bombs (low level); by night dropped four bombs, medium level. Three daylight photography exercises. Fired 500 rounds air-to-air (day).

Course at No.82 OTU was 14 September 1943 to 31 January 1944. All flying in Wellington aircraft (35.10 day and 27.50, night). Bombing training with Mark XIV bombsight - six exercises in daytime medium bombing (38 bombs), six exercises in stick bombing (12 bombs), eight day time simulation exercises with photography; five night medium level exercises (31 bombs), three night stick bombing exercises (six bombs), six night simulations with infra-red. Took part in one daylight air-to-air gunnery exercise (600 rounds, Frazer-Nash turret), two daylight air-to-sea gunnery exercises (400 rounds) and three night air-to-sea gunnery exercises (600 rounds). Cross-country exercises with GEE totalled 18 hours. Ground tests in Mark XIV bombsight (120/150), Panel Manipulation (80/100), Map Reading (160/200), Bombs and Components (70/100), Pyrotechnics (75/100) and Aircraft Recognition (172/200). AMBT training was 12 hours on Procedure and four hours in trainer, with notation, "Time at control, 2.50." Overall described as "An average Air Bomber who should do well on operation." (W/C R. Kirby, 2 February 1944).

At No.1659 Conversion Unit he dropped eight practice bombs by day. Using GEE he trained 4.30 on ground and 1.30 in air. On astro training took 20 sights. In gunnery spent three hours with turrets and Vickers guns. He took six hours dual instruction as second pilot and spent 4.25 in Link. Also took eleven hours of Night Vision Training. Total flying was 13.10 by day but H2S flying shown as 15.20.

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McKINNON, F/O Donald Lawrence (J39906) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 21 December 1913 in Montreal (birth date in obituary notice); home there (clerk); enlisted there 24 September 1942. To No.5 Manning Depot, 18 October 1942. On strength of Recruiting Centre, Montreal again as of 28 December 1942. To No.3 Training Command, 15 January 1943. To No.31 SFTS (non-flying duty), 31 March 1943; to No.5 ITS, 1 May 1943; promoted LAC, 9 July 1943 but only on 7 August 1943 was he posted to No.9 AOS. Graduated and commissioned 24 December 1943. To "Y" Depot, 14 January 1944. Taken on strength of No.3 PRC, Bournemouth, 3 March 1944. Promoted Flying Officer, 24 June 1944. Repatriated 5 August 1945. Released 12 September 1945. DFC presented in Montreal, 25 November 1949. Died in Ste.Anne de Bellevue Hospital, Quebec, 20 October 1996, age 83. Obituary notice said he had been a Director of Sales, Eastern Division, Canada Packers.

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.

This officer is a navigator of outstanding ability who has taken part in a large number of operational sorties. On many occasions when handicapped by loss of his navigational aids, his ability, courage and resourcefulness have inspired confidence in the other members of his crew. On one occasion, while still some 250 miles from his objective, all the navigation aids in Flying Officer McKinnon's aircraft were rendered unserviceable. Nevertheless, with great skill, he guided his aircraft to the target and back. At all times this officer has accomplished his duties with determination and courage.

DHH file 181.009 D.2618 (Library and Archives Canada RG.24 Volume 20627) has recommendation drafted by W/C F.R. Sharp, 18 April 1945 when he had flown 31 sorties (200 hours 55 minutes) as a member of crew captained by F/L Robert Gall; sortie list and submission as follows:

16 November 1944 - Julich (5.05)
18 November 1944 - Munster (6.00)
21 November 1944 - Castrop Rauxel (6.20)
26 November 1944 - Neuss (5.20)
18 December 1944 - Duisburg (6.30)
24 December 1944 - Dusseldorf (4.40)
28 December 1944 - Opladen (6.10)
30 December 1944 - Cologne (6.45)
2 January 1945 - Ludwigshaven (7.40)
5 January 1945 - Hanover (6.10)
13 January 1945 - Saarbrucken (7.35)
14 January 1945 - Grevenbroich (6.30)
16 January 1945 - Magdeburg (6.50)
2 February 1945 - Wanne Eickel (5.50)
4 February 1945 - Essen (6.05)
7 February 1945 - Goch (6.40)
13 February 1945 - Bohlen (8.50)
14 February 1945 - Chemnitz (8.55)
20 February 1945 - Monnheim (6.20)
21 February 1945 - Worms (6.45)
24 February 1945 - Kamen (7.15)
27 February 1945 - Mainz (6.50)
1 March 1945 - Mannheim (7.30)
2 March 1945 - Cologne (5.30)
5 March 1945 - Chemnitz (9.25)
7 March 1945 - Hemmingstadt (6.00)

8 March 1945 - Hamburg (5.45)
12 March 1945 - Dortmund (6.05)
15 March 1945 - Wuppertal (6.00)
31 March 1945 - Hamburg (5.30)
4 April 1945 - Harburg (5.35)

Flying Officer McKinnon has recently completed a tour of operations on four-engined bombers. This officer's operational tour was one of constantly outstanding navigational success, his ability, courage and resourcefulness repeatedly drawing praise from his crew and fellow navigators.

More than once he has gone to a target and returned with some, and even all of his navigational aids unserviceable. On one night mission, in particular, all of these mechanical aids were rendered unserviceable while still 250 miles from the target. Notwithstanding this severe handicap, Flying Officer McKinnon bombed in the allotted wave and navigated the 800 mile return journey manually and accurately.

In another instance he led a stream of aircraft to a German target in daylight with outstanding success, once again demonstrating his precisely accurate navigational ability.

It is considered that Flying Officer McKinnon is highly deserving of the Non-Immediate award of the Distinguished Flying Cross.

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McKINNON, W/C Ian Nicholson (C1910) - **Member, Order of the British Empire** - AFHQ (Directorate of Procurement) - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Edinburgh, Scotland; educated there; enlisted in Edmonton, 22 April 1940 in Equipment Branch. As of 15 July 1941 he was a Squadron Leader in AFHQ. Promoted Wing Commander, 1 August 1943. To "Y" Depot, Halifax, 21 September 1944; to No.3 Personnel Reception Centre, Bournemouth, 4 October 1944. Repatriated 12 December 1945. Retired 25 January 1946. Presented with MBE, 13 November 1948.

This officer has been employed for some time on the procurement of aircraft and, by his unflinching energy and devotion to duty, has contributed a great deal to the success of the Air Training Plan. His keen efforts and knowledge of his work have been an inspiration to all with whom he has come in contact.

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McKINNON, FS (now P/O) Leo Murray (R81480/J17447) - **Distinguished Flying Medal** - No.78 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 13 August 1943

and AFRO 1849/43 dated 10 September 1943. Born 11 November 1916. Home in Revelstoke, British Columbia; enlisted in Calgary, 28 December 1940 and posted to No.2 Manning Depot. To No.10 SFTS (guard), 5 February 1941. To No.2 WS, 31 March 1941. Promoted LAC, 1 May 1941. To No.7 BGS, 15 August 1941; graduated and promoted Sergeant, 15 September 1941. Assigned for embarkation 16 September 1941; to RAF overseas 6 October 1941. Promoted Flight Sergeant, 15 March 1942. Promoted WO2, 1 November 1942. Commissioned 16 April 1943. Promoted Flying Officer, 16 October 1943. Repatriated 28 February 1945. To No.3 Repair Depot, 13 March 1945. Promoted Flight Lieutenant, 16 April 1945. To No.8 Release Centre, 22 May 1945. Released 23 May 1945. Died in 1992, Oliver, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of February 1994. Shown in RCAF photo PL-25089. RCAF photo PL-25095 shows (left to right) F/L J.R. Price, DFC (Indian Head, Saskatchewan), F/O R.A. Henry, DFC (Toronto), P/O C.T. Butler, DFM (North River, Prince Edward Island), P/O D.W. Storms, DFM (Emerson, Manitoba), standing left to right are F/O H.P. Higgins, Croix de Guerre (Verdun, Quebec), W/C W.A. McKay, DFC (Vancouver), F/L J.E. McCormack, DFC, AFC (Estevan), F/O L.M. McKinnon, DFM (Revelstock).

This airman, now on instructional duties, has taken part in attacks on some of the most heavily defended targets in Germany. A very capable wireless operator, he has always displayed great coolness and resourcefulness when over enemy territory.

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McKINNON, F/O William Robert (J21892) - **Distinguished Flying Cross** - No.102 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born in Alberta, 20 March 1923; home in Delburne, Alberta; enlisted in Calgary, 9 July 1941. To No.3 Manning Depot, 14 October 1941. To Charlottetown, 21 December 1941. Remustered for aircrew and posted to No.4 ITS, 28 February 1942. Graduated 8 May 1942 and promoted LAC. To No.2 AOS, 22 May 1942; commissioned 11 August 1942 but course not completed until 11 September 1942 and it was only on 25 September 1942 that he was posted to "Y" Depot, Halifax. To RAF overseas, 27 October 1942. Promoted Flying Officer, 11 March 1943. Promoted Flight Lieutenant, 15 May 1944. Invested with DFC at Buckingham Palace, 18 May 1945. Repatriated to Canada, 13 August 1945. Released 4 October 1945. Died in Edmonton, 6 February 2002 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2002. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9015 has recommendation dated 21 April 1944 when he had flown 34 sorties (211 hours 15 minutes) as a navigator, 27 August 1943 to 18 April 1944:

27 August 1943 - Nuremburg (8.20)
31 August 1943 - Berlin (8.15)
6 September 1943 - Munich (8.25)
22 September 1943 - Hannover (6.10)

3 October 1943 - Kassel (7.35)
8 October 1943 - Hannover (5.50)
22 October 1943 - Kassel (6.40)
3 November 1943 - Dusseldorf (5.05)
11 November 1943 - Cannes (9.10)
19 November 1943 - Leverkusen (6.45)
22 November 1943 - Berlin (7.20)
25 November 1943 - Frankfurt (6.55)
26 November 1943 - Stuttgart (7.35)
20 December 1943 - Frankfurt (6.30)
29 December 1943 - Berlin (7.15)
21 January 1944 - Magdeburg (7.05)
4 February 1944 - GARDENING (6.50)
21 February 1944 - GARDENING (6.45)
24 February 1944 - GARDENING (6.45)
25 February 1944 - GARDENING (6.05)
3 March 1944 - GARDENING (5.55)
6 March 1944 - Trappes (4.40)
7 March 1944 - Le Mans (5.00)
13 March 1944 - Le Mans (5.10)
15 March 1944 - Amiens (4.45)
22 March 1944 - GARDENING (6.45)
23 March 1944 - Laon (6.15)
30 March 1944 - GARDENING (4.30)
1 April 1944 - GARDENING (3.30)
7 April 1944 - GARDENING (3.15)
9 April 1944 - Lille (4.00)
10 April 1944 - Tergnier (5.00)
11 April 1944 - GARDENING (5.35)
18 April 1944 - GARDENING (5.35)

Flying Officer McKinnon, navigator, has completed an operational tour of 34 sorties involving 211 hours flying during which he has made trips to a wide variety of targets in Germany and occupied territory as well as mining operations. During the latter this squadron at times acted as Pathfinder Force and Flying Officer McKinnon has given proof of his skill by the extreme accuracy of his flares.

He is a navigator of considerably more than average ability who has justly earned the complete confidence of his squadron. I consider that his very fine work which has had much to do with the success of the squadron on operations should be recognized by the award of the Distinguished Flying Cross.

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McKINSTRY, F/O Clifford Irlam (J86336) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 3 November 1916 in Peterborough, Ontario; home in Montreal. Educated at University of Montreal. Former aircraft mechanic. Enlisted in Montreal, 31 July 1942 in electrical and wireless trade. To No.5 Manning Depot, 16 August 1942. Remustered for aircrew and posted to No.3 ITS, 12 December 1942; graduated and promoted LAC, 19 March 1943; to No.11 EFTS, 3 April 1943; graduated 28 May 1943 and posted next day to No.8 SFTS; graduated and promoted Sergeant. 17 September 1943. To "Y" Depot, Halifax, 1 October 1943; taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Commissioned 2 May 1944. Posted to squadron 30 June 1944 from No.61 Base. Promoted Flying Officer, 2 November 1944. Repatriated to Canada 2 August 1945. Retired 20 September 1945. Rejoined RCAF on 1 October 1946 as an aero-engine mechanic in rank of LAC (26098). Promoted Corporal, 1 April 1951. Commissioned 30 October 1951. Promoted Flight Lieutenant, 1 January 1956. DFC presented 1 April 1949. Died in Kingston, Ontario, 3 December 2003. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2891 (RG.24 Vol.20633) has recommendation dated 20 December 1944 when he had flown 34 sorties (168 hours ten minutes), 7 July to 18 November 1944.

This pilot has carried out 34 sorties against such targets as Stuttgart, Kiel, Hamburg, Cologne and other heavily defended German cities. He has at all times shown the highest degree of courage and the greatest determination to press home his attack against all opposition. On one attack against Wanne Eickel in the Ruhr on September 12, his aircraft was subjected to accurate anti-aircraft fire while on the bombing run and damaged. Pilot Officer McKinstry, however, pressed home his attack to good advantage and returned to base.

His energy and keenness for operations has at all times inspired other aircrew members to greater efforts and his skill and reliability has set the highest example. He is recommended for the award of the Distinguished Flying Cross (Non-Immediate).

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McKITRICK, F/L David John (J21390) - **Mention in Despatches** - No.418 Squadron (AFRO says only "Overseas" - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946.. Born 28 June 1922. Home in Crystal City, Manitoba; enlisted in Winnipeg, 4 September 1941. Granted Leave Without Pay, 6 November 1941. To No.32 EFTS, apparently as an instructor, 20 December 1941. To No.4 ITS at uncertain date; a card at Directorate of History and Heritage states he graduated 20 June 1942 but his promotion to LAC dates from 8 May 1942. To No.5 EFTS on 20 June 1942 (graduated 15 August 1942) and No.37 SFTS (graduated and commissioned 4 December 1942). To No.1 Flying Instructor School,

27 December 1942. To No.14 SFTS, 17 February 1943. To No.31 OTU, 4 May 1944. Promoted Flying Officer, 4 June 1943. To No.7 OTU, 30 June 1944. To "Y" Depot, Halifax, 16 July 1944. Taken on strength of No.3 PRC, Bournemouth, 20 July 1944. Promoted Flight Lieutenant, 4 December 1944. Repatriated to Canada 5 September 1945. Retired 12 June 1946. Served with No.406 (Auxiliary) Squadron, Saskatoon, 29 June 1952 to 21 June 1953. Died at Abbotsford, British Columbia, 30 December 2003. Certificate sent 16 August 1949. RCAF photo PL-44230 (ex UK-21789 dated 30 May 1945) shows three members of No.418 Squadron with German souvenirs: F/L P.J. Scott (Winnipeg), F/L A.S.C. Bush (Brandon, Manitoba) and F/L D.J. McKitrick (Crystal City, Manitoba). The first two are described as relative newcomers to the squadron; McKitrick is described as "a veteran of many operational sorties while the squadron was operating with the Second Tactical Air Force. He piled up an outstanding record."

RCAF Press Release No. 8453 dated 27 January 1945 from: F/L Fred Jackson reads:

WITH THE RCAF IN BRITAIN: - Celebrating a promotion the right way, F/L David McKitrick of Crystal City, Manitoba, pilot of the City of Edmonton squadron, shot up and wrecked a German train. McKitrick and his Observer, P/O J.E. White, of Nottingham, England, sighted the goods train heading south between Rheine and Munster and, manoeuvring to get it between their Mosquito and the full moon, they dropped four 500-pound bombs close enough to the long string of wagons to blast at least twelve of them into the ditch. He finished the job with cannon and machine gun fire. "It was a perfect target. The wagons were sprawled all over the place against the snow," McKitrick reported.

F/L McKitrick received word of his promotion several hours before taking off on what was his fifth mission with the squadron. He instructed at Aylmer, Ontario, for 18 months before proceeding overseas. His father, Mr. W.E. McKitrick

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McKNIGHT, WO1 (now P/O) James Douglas (R68201/J41022) - **Commended for Valuable Services in the Air** - No.5 SFTS - Award effective 5 May 1944 as per **London Gazette** and **Canada Gazette** of that date and AFRO 1133/44 dated 26 May 1944. American; born 9 May 1921; home in Jersey City, New Jersey; enlisted in London, Ontario, 20 July 1940. To "R", 20 August 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 22 October 1940 when posted to No.1 EFTS; graduated 11 December 1940 when posted to No.5 SFTS; graduated and promoted Sergeant, 11 March 1941. To Embarkation Depot, 23 March 1941; overseas as of 29 March 1941. Promoted Flight Sergeant, 1 April 1942. Promoted WO2, 1 June 1942. Repatriated via Rockcliffe, 22 September 1942. Promoted WO1, 1 December 1942. To No.1 Flying Instructor School, 6 March 1943. To No.5 SFTS, 28 May 1943. Commissioned 26 October 1943. Promoted Flying Officer, 26 April 1944. To No.164 (Transport) Squadron, 11 May 1944. To No.124 (Ferry) Squadron, 26 May 1944. To Pennfield Ridge, 25 August 1944. To No.164 (Transport) Squadron, 3 November 1944. To No.168 (Heavy Transport) Squadron, 12

December 1944. To No.6 OTU, 9 November 1945. To No.1 Instrument Flying School, 12 February 1946. To Release Centre, 30 April 1946. Retired 2 May 1946. Died 22 March 2009 in Beeton, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2009. Governor General's Records (RG.7 Group 26, Volume 57, file 190-I) has citation; notes state that as of recommendation he had flown 900 hours, 500 as instructor, 470 in past six months.

This Warrant Officer, after being posted overseas, was involved in a very serious accident in which he was badly burned. He was repatriated to Canada to undergo a flying instructors course and since graduation has been usefully employed as a flying instructor. He has shown great courage, fortitude and determination in overcoming his accident, and his record of flying at this unit has been outstanding. He is an above average instructor whose intelligence, judgement and devotion to duty is outstanding.

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McKNIGHT, S/L Ralph Edwin Caldwell (J4423) - **Distinguished Flying Cross** - No.223 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 11 April 1920 in Fredericton, New Brunswick; home in Minett, Muskoka, Ontario (student); enlisted in Moncton, 21 August 1940. To "R", 31 August 1940. To No.1 ITS, 13 October 1940; graduated and promoted LAC, 4 November 1940 when posted to To No.7 EFTS; graduated 23 December 1940 when posted to No.6 SFTS; graduated and promoted Sergeant, 5 March 1941; commissioned 6 March 1941. To No.1 ANS, 9 March 1941. To No.14 SFTS, date uncertain. Promoted Flying Officer, 1 March 1942. To No.1 SFTS, 31 May 1942. Promoted Flight Lieutenant, 1 April 1943. To No.1 GRS, 2 December 1943. To "Y" Depot, 4 March 1944. To No.111 OTU, 11 March 1944. Taken on strength of No.3 PRC, 3 August 1944. Repatriated 7 July 1945. Retired 29 August 1945. Employed postwar by KLM Airlines; medal delivered to him with that firm about October 1952. Died in Hudson, Quebec, 23 March 1993 as per **Legion Magazine** of July 1993. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9137 has recommendation dated 15 May 1945 when he had flown 29 sorties (180 hours 30 minutes).

SP = Special Patrol
WP = Window Patrol

10 September 1944 - Gladbach (2.40)
22 September 1944 - SP, Dutch coast, special equipment u/s (4.00)
5 October 1944 - SP, Dutch coast (5.30)
6 October 1944 - SP, Dutch coast (4.55)
15 October 1944 - WP, Wilhelmshaven (4.10)
23 October 1944 - WP, Essen (5.10)

4 November 1944 - WP, Bochum (3.20)
9 November 1944 - WP, DNCO, late take-off when first aircraft u/s, insufficient fuel, electrical-oxygen-turret failure (1.40)
11 November 1944 - WP, Ruhr (4.15)
20 November 1944 - WP, DNCO, engine feathered on takeoff (.10)
23 November 1944 - WP, Cologne (4.15)
26 November 1944 - WP, Munich (8.05)
29 November 1944 - WP, Ruhr (4.20)
1 December 1944 - WP, Ruhr (4.00)
5 December 1944 - Soest (5.50)
21 December 1944 - WP, Rheiner (6.50)
28 December 1944 - WP, Frankfurt (4.30)
29 December 1944 - Wahn airfield (5.30)
6 January 1945 - Neuss (5.10)
14 January 1945 - WP, north Germany (6.25)
16 January 1945 - WP, Flensburg (4.45)
1 February 1945 - WP, Ludwigshaven (5.50)
3 February 1945 - Botrop (5.25)
7 February 1945 - WP, Ruhr (4.35)
13 February 1945 - WP, Kaiserlauten (5.25)
18 February 1945 - WP, Frankfurt (4.05)
21 February 1945 - Gravenhorst (6.00)
23 February 1945 - Pforzheim (8.15)
28 February 1945 - WP, Lake Constance (7.00)
13 March 1945 - WP, Frankfurt (6.10)
18 March 1945 - Witten (6.35)
21 March 1945 - WP, Kiel (5.15)
24 March 1945 - WP, Ruhr (5.20)
2 April 1945 - WP, Strade airfield (5.15)
23 April 1945 - WP, Gravenmunde (5.20)
2 May 1945 - WP, Kiel (4.30)

Squadron Leader McKnight is serving as a Flight Commander and has successfully completed 29 operational sorties on Bomber Support duties. These sorties, often against heavily defended areas, have been carried out with skill and determination. On a recent occasion when a serious fire developed in the aircraft, Squadron Leader McKnight, displaying great presence of mind and resourcefulness, appraised the situation and gave cool and concise instructions to his crew and then carried on unperturbed by this emergency. His ability to make instant decisions in [an] emergency, skilful pilotage and cool judgement undoubtedly made this operational sortie successful. This officer's exceptional courage, skill and determination have been an inspiration to his crew and the splendid example he has set is highly commendable and the award of the

Distinguished Flying Cross is strongly recommended. Up to the present time he has flown 180.30 operational hours with the squadron.

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McLACHLAN, F/L Hugh (J8408) - **Distinguished Flying Cross** - No.94 Squadron - Award effective 31 October 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 19 September 1922 in Greenock, Renfrewshire (see **Canadian Who's Who**); educated at Coalhurst, Alberta; home in Aden, Alberta. Trained at No.2 ITS, No.16 EFTS and No.10 SFTS. Commissioned February 1941. Flew two tours in Desert Air Force (Nos.80 and 94 Squadrons). With No.80 Squadron he destroyed one enemy aircraft and flew 130 sorties. As flight commander in No.94 Squadron, he assumed command of that unit on 31 October 1944 when S/L R.G. Foskett was killed. Left RCAF in April 1945, rejoining November 1946. Promoted to Squadron Leader, 1 January 1951. Group Captain in August 1964; Brigadier General 1 August 1968, Major-General June 1971 (on being made AOC Transport Command), Lieutenant-General July 1976; retired June 1977. Made CMM, May 1977. Retired as Deputy Chief of Defence Staff. Executive for Rolls Royce, living in Ottawa, 1977-1991. Died in Ottawa, 6 May 1998. Chris Shores, **Those Other Eagles** (Grub Street, London, 2004) provides a victory list as follows: **13 July 1942**: one Bf.109 damaged southwest of El Alamein (No.80 Squadron, Hurricane IIc, BN126, coded QJ-P); **3 November 1942**, one Junkers 87 destroyed, and one probably destroyed, El Alamein (No.80 Squadron, Hurricane IIc, HL632, coded QJ-O); **31 May 1944**, one Bf.109 destroyed, Crete (No.94 Squadron, Spitfire IX, MH698); **8 July 1944**, one Bf.109 destroyed, Maleme, Crete (No.94 Squadron, Spitfire IX, MH698).

Flight Lieutenant McLachlan has proved himself to be an able and daring flight commander and has completed successfully a very large number of sorties. He has led the squadron on bomber escort duties over Crete on many occasions and has displayed ability and courage of a high degree. He has shot down three enemy aircraft.

NOTE: Public Record Office Air 2/9160 has recommendation drafted 12 August 1944. He was then "B" Flight Commander.

This officer has shown consistent and determined courage and devotion to duty in action against the enemy. He is an able and a daring leader, and has on many occasions led the squadron on operations.

Flight Lieutenant McLachlan is now on his second tour and has completed over 180 sorties, totalling some 260 operational hours. As Flight Commander he has over the last seven months trained to a high degree of efficiency a flight entirely staffed by Yugo-Slav pilots - their efficiency being due sole to his untiring devotion and unsparing efforts.

Recently he has led or been deputy leader of some 25 squadron sorties over Crete from Tobruk. This has entailed very considerable strain and fatigue due to the

exceptionally long sea crossings involved (some 550 miles) in single engine aircraft. These sorties are usually bomber escorts calling for a high degree of skill and leadership, which he has shown to possess to a marked degree.

He has personally destroyed two Messerschmitt 109s while engaged on these operations at the extreme range of his aircraft some 250 miles from base, making his total of three aircraft destroyed.

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McLACHLIN, F/L Donald Russell (J5978) - **Mention in Despatches** - Station Dalton (AFRO says No.125 Squadron but it would appear he was recommended for services at Dalton; see below) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 12 December 1917. Home in Kingsville, Ontario; enlisted in Windsor, 19 August 1940. To No.8 BGS (guard), 28 October 1940; To No.2 ITS, 23 December 1940; graduated and promoted LAC, 26 January 1941; posted next day to No.16 EFTS; graduated 28 March 1941 when posted to No.2 Manning Depot; to No.11 SFTS, 10 April 1941; graduated and commissioned, 4 July 1941. Posted that date to Embarkation Depot. To RAF overseas, 31 July 1941. Promoted Flying Officer, 4 July 1942. Promoted Flight Lieutenant, 4 July 1943. Further trained overseas at No.60 OTU. Posted to No.125 Squadron, November 1941 to fly Defiants. Attached briefly to No.87 Squadron but then sent to No.54 OTU prior to returning to No.125 Squadron. Chris Shores, **Those Other Eagles** (Grub Street, London, 2004) provides a victory list as follows: **27/28 July 1942**, one He.111 destroyed, 15 miles out to sea from Cenmoes Point (Beaufighter T3358); **12/13 July 1943**, one Ju.88 destroyed south of Plymouth (Beaufighter V8750). Flew another tour with No.125 Squadron after his non-operational tour at Dalton. Returned to Canada, 2 August 1945; demobilized 22 September 1945. DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation forwarded by No.61 Base to Headquarters, No.6 Group, 27 July 1944. He had enlisted 4 July 1941, served three months in Canada, and then 28 months overseas. When recommended he was Officer Commanding "C" Flight, 1695 Bomber Defence Training Flight.

Flight Lieutenant McLachlin completed a tour of operations on night fighters between November 1941 and November 1943, and was posted to No.1688 (B) Defence Training Flight at Newmarket. He was posted to No.1695 (B) Defence Training Flight on May 6th, 1944 and has been chiefly responsible for the organization of the night fighter affiliation flight. Since completing his operations, Flight Lieutenant McLachlin has carried out this comparatively unexciting and tiresome work with great energy and enthusiasm, with the result that night fighter affiliation has been introduced as a new and valuable part of Bomber Defence Training.

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McLACHLIN, F/L Harold Archibald (J12322) - **Air Force Cross** - No.1 AOS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Saskatoon, Saskatchewan, 12 November 1912 (RCAF press release announcing award).

Attended University of Western Ontario. Federal civil servant. Home in London, Ontario; enlisted there 5 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 22 July 1940 when posted to No.3 EFTS; graduated 7 October 1940 when posted to No.31 SFTS; graduated and promoted Sergeant, 30 December 1940. To Trenton, 8 January 1941. To No.9 SFTS, 16 March 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 June 1942. Commissioned 14 June 1942. Promoted Flying Officer, 15 February 1943. To No.4 AOS, 15 December 1943. Promoted Flight Lieutenant, 1 June 1944. To No.1 AOS, 16 October 1944. To No.1 Radio and Navigation School, 16 February 1945. To Pennfield Ridge, 12 May 1945. To No.1 Air Command, 4 September 1945. To Mountain View, 6 September 1945. Retired 1 November 1945. Medal sent by registered mail, 27 November 1945. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 7) has citation. When recommended he had flown 3,031 hours, 2,720 as instructor, 207 in past six months.

As chief examining officer of civilian pilots at No.4 Air Observer School and later at No.1 Air Observer School, this officer has demonstrated outstanding ability, interest and leadership. Not only has this officer organized and directed most efficient examining flights but has at all times set a high example by doing a large part of the flying himself. Besides having an exceptionally fine record in total flying hours as an instructor, he is in all respects an outstanding officer.

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McLAFERTY, Corporal Neil Arthur (R79581) - **Mention in Despatches** - Linton-on-Ouse - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 497/46 dated 17 May 1946. Born 10 February 1915 (but obituary said 13 May 1920). Home in Boreham, Saskatchewan; enlisted in Regina, 30 October 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 21 June 1940. Promoted AC1, 19 October 1940. To No.3 SFTS, 23 October 1940. Promoted LAC, 1 April 1941. To "Y" Depot, 2 January 1942. To RAF overseas, 7 January 1942. Served with No.408 Squadron. Promoted Corporal, 1 July 1942. Repatriated 22 May 1944. To No.2 BGS, 7 August 1944. To No.13 SFTS, 16 December 1944. To No.6 Release Centre, 22 June 1945. Retired 23 June 1945. Living in Dunblane, Saskatchewan in 1950. Career spanned from working for JI Case Implements, building and running Caribou Sheet Metal, working for the CPR for a very short time, running the Skyline Motel, restaurant and golf driving range out by the base, working for Hugh Gas and finally a job that lasted the longest - Manager of Canadian Propane for 35 years. Died 2 July 2011 in Moose Jaw. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit. DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has recommendation forwarded to No.6 Group Headquarters, 5 May 1945. Fitter IIA; enlisted 30 October 1940; served 18 months in Canada, 36 months overseas:

This airman displays at all times a great amount of energy and persistence. His skill as a tradesman is of the very highest quality and he is capable of completing the most difficult duties. In many instances, after completing the work on his own aircraft, he has helped out in the preparation of other aircraft for operations.

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McLAREN, F/O Alistair Donald (J17178) - **Mention in Despatches** - No.418 Squadron (AFRO says only "Overseas" - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 6 December 1922. Home in Toronto; enlisted there 25 May 1941. To No.1 Manning Depot, 22 July 1941. To No.1 BGS (guard), 9 August 1941. To No.5 ITS, 25 September 1941; graduated and promoted LAC, 21 November 1941 when posted to No.9 AOS; graduated 13 March 1942 and posted next day to No.1 BGS; graduated 25 April 1942 when posted to No.2 ANS; graduated 25 May 1942. To No.31 OTU, date uncertain; to "Y" Depot, date uncertain; to RAF overseas, 23 November 1942. Repatriated 9 November 1944. To No.1 Air Command, 24 January 1945. To No.1 WS, 29 January 1945. To No.4 Release Centre, 18 April 1945. Retired 24 April 1945. Attended Northern Secondary School and post war earned his Engineering degree from the University of Toronto. At the age of 38 he changed careers and became a mathematics teacher at Bathurst Heights Secondary School until his retirement in 1986. Died in Richmond Hill, October 2011. Navigator to F/L P.R. Brook, DFC. RCAF photo PL-33218 (ex UK-15280 dated 26 September 1944) is captioned as follows: "F/L P.R. Brook, pilot with his navigator, F/O A.D. McLaren of 72 Banff Road, Toronto, who were on the longest daylight raid to be performed by an RCAF Mosquito. In the company of another City of Edmonton squadron Mosquito they penetrated deep into Germany to destroy three enemy aircraft and damage three others. F/L Brook is from 144 Water Street, Hamilton, Ontario."

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McLAREN, F/L Donald Howard (C8294) - **Air Force Cross** - No.5 Bombing and Gunnery School - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Barth, Ontario, 24 September 1915 (RCAF Press Release 4907 reporting award). Attended University of Toronto. Prior to enlistment he was with the Office Engineering Division of Imperial Oil. Enlisted in Toronto, 24 October 1941. At No.6 ITS, 16 January 1942, at which time he was promoted Flying Officer. To No.7 AOS, 31 August 1942. Promoted Flight Lieutenant, 15 September 1943. To No.5 BGS, 27 February 1944. To Release Centre, 27 January 1945. Retired 12 February 1945. Total flying hours to date to date of recommendation: 244. Hours flown in previous six months: 61. AFC presented 17 June 1945.

This officer, in charge of navigation, has executed his duties, which have been of a trying character, in a most commendable manner. Displaying great skill and initiative, he has successfully organized training for air bombers. His energy and forethought have rendered a highly meritorious performance of duty beyond that ordinarily required.

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McLAREN, P/O Francis Earl (J17371) - **Distinguished Flying Cross** - No.104 Squadron - Award effective 5 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2386/43 dated 19 November 1943. Born in Kingston, Ontario, 26 December 1919; home in Winnipeg; enlisted there 17 October 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 8 January 1941. To Rockcliffe, 31 January 1941. To No.1 ITS, 22 April 1941;

graduated and promoted LAC, 27 May 1941 when posted to No.4 EFTS; graduated 16 July 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 25 September 1941. To Embarkation Depot, 26 September 1941. To RAF overseas, 19 October 1941. Commissioned 7 March 1943. Promoted Flying Officer, 7 September 1943. Repatriated 25 November 1943. To No.2 Training Command, 11 January 1944. To AFHQ, 20 March 1944. Promoted Flight Lieutenant, 1 April 1944. Remained in postwar RCAF, retaining rank of Flight Lieutenant as of 1 October 1946 (199000). Promoted Squadron Leader, 19 June 1951. Shot down twice in his career. DFC presented 20 April 1945. Awarded George Medal, February 1962.

Pilot Officer McLaren has been engaged continuously on operational flying since December 1942, and has participated in sorties against targets in Italy, Sicily and North Africa. In June 1943 he was captain of an aircraft which, during an attack on Pantelleria, was badly damaged by anti-aircraft fire and the front gunner injured. Pilot Officer McLaren was forced to bring his aircraft onto the sea where, owing to damage to the dinghy, the crew had to take to the water with the sole aid of their life-saving jackets. This officer's courage and fortitude throughout a harassing experience were worthy of the highest praise.

RCAF Press Release No. 4434 dated 24 February 1944 (transcribed by Huguette Oates) reads:

RCAF MIDDLE EAST HEADQUARTERS: -- A young Canadian pilot, forced to land his aircraft in the Mediterranean, kept afloat with only the aid of his Mae West for ten hours while his crew mates drifted away from him one by one to death. The story is taken from the official history of the Royal Canadian Air Force in the Middle East. At RCAF Headquarters, this official, dramatic story is being recorded each day in a permanent, accurate record. The men who really write it are those who go into the air to seek out the enemy and destroy him.

F.E. (Red) McLaren, who comes from Winnipeg, was a pilot officer when the incident took place. He had enlisted in Ottawa where his wife now lives. Before the war, Red had dabbled in commercial art and dress designing. Before joining the RCAF, he was in the RCMP. He thinks after the war he would like to go back to commercial art. Red has red hair, stand six feet two and weighs 185 pounds in case you were thinking of making any cracks about dress designers.

When Red came to the Middle East, he joined a famous desert squadron flying Wellington bombers. At the time he was shot down into the sea, he had already walked back through the desert after being forced down.

His second forced landing, the one in the Med that is described here, happened last summer shortly after the fall of Tunis. The target for the night was troop concentrations on Pantelleria, one of the stepping stones to Sicily and Italy that the Allied forces softened up from the air before they put their feet on them. Near the island, the historical record says, the crew, in which Red was the only Canadian, could see flak being hosed up at their mates moving in on the target. They had been warned of the possible operation of flak ships but their first

knowledge of one's presence was a shell that burst inside the aircraft just behind the bomb bays.

The nose gunner who was in the astro dome was badly wounded. The intercom went dead and all the lights went out. The rudder controls ceased to operate and the left aileron controls refused to respond. From the astro dome to the tail, there was no fabric on the aircraft and where the shredded skin had caught in the tail assembly it was burning fiercely. The only equipment that was working were the engines. The wounded bomber fell 2,000 feet before Red could regain control. Red made for nearest Allied territory at 90 mph but, with all the tricks he could pull out of his flying jacket sleeve, the kite was dropping steadily. The wireless operator kept at his post until the Wimpey was only a few feet above the water trying to get an SOS away on his smashed radio. Red gave orders to prepare for ditching. It was about 3:30 in the morning when they came down through the darkness to the just as dark sea. Red was the only one who couldn't strap himself in to take up the shock of the landing. He was slightly dazed when they hit but quickly recovered.

The crew's training showed results when it came to getting out of the stricken kite. They got out in twenty seconds. The dinghy was gone and they had to depend on their Mae Wests. The wounded gunner's preserver wouldn't work so the wireless operator inflated it while the others held the wounded boy up in the water. The crew held hands in a circle trying to keep together in the dark water as long as they could. Red was the only non-swimmer in the crew and he found it hard to maintain a horizontal position because of his size and weight. However, he got the idea quickly and was soon able to float on his back although he took occasional mouthfuls of water that made him violently sick.

Just after dawn, they knew the gunner was dead. The remaining five strung themselves together with the strings from his Mae West. As the sun rose so did their agony. The rays of the sun almost blinded them and the salt water caked on their faces and burned like acid. About eight in the morning, the wireless operator, an English sergeant, though weary from his efforts to help the wounded gunner started to swim to Pantelleria which they estimated was ten miles away. His body was later washed up on the shore of Lamoedusa Island and he is buried there.

For an hour after the wireless operator struck out, the spirits of the remaining four brightened. They talked of his chances of getting through; they talked of the big party they would have when they were rescued. Then the conversation waned and died and with it their hopes. The hot sun on the water took its toll and between nine and ten in the morning navigator began to babble and sang intermittently and distractedly. The second pilot and the tail-gunner were talking wildly. Somehow they drifted apart.

Red doesn't remember much more of what happened. He remembers that he could no longer hear the voices of the others in their tormented, crazy sing song. He remembers praying. He remembers saying that he wanted to live – he had to live. Between his prayers, he would fumble for his whistle, at his neck, and blow it. In the early afternoon, about 1:30, his whistled cry for help was heard by a destroyer of the Royal Navy. It was the same ship that picked up many survivors from the sinking of the aircraft carrier Eagle in 1942. This same ship later officially took possession of Lamoedusa in the name of the Allies. As the destroyer drew near to the Canadian pilot, it was attacked by three Ju.88's. They dropped a stick of bombs between the ship and Red. But the navy wasn't being stopped by a stick of bombs and they came boring through and picked him up. He had been in the water about ten hours.

It must have been a job getting an exhausted man of Red's proportions aboard but they did it. They gave him brandy and best food on board. They gave him fresh clothes and put him ashore in the hands of the medical officers at Malta. The rest of the crew were dead.

In hospital in Malta, they continued the good treatment that Red had been given by the navy. He stayed there for 48 hours and was then discharged as being fit. While he was in hospital, an RAF welfare officer scoured the island to try and get a pair of shoes that would fit the oversize Canadian. He had to shuffle out of the hospital into the white streets of Malta in a pair of hospital slippers.

At the airfield, still wearing slippers, he met a US Army Air Force lieutenant-colonel who undertook to fly Red back to his squadron. He played bridge with a couple of US Army majors on the way back. Red is through his tour in the Middle East now. He has the Distinguished Flying Cross and is back in Canada.

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McLAREN, F/O James Matthews (J25215) - **Air Force Cross** - No.10 SFTS - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 11 May 1920. Enlisted in Fort William, Ontario, 21 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 15 August 1940; to No.2 EFTS on 17 August 1940; graduated 20 October 1940 when posted to No.2 SFTS; graduated and promoted Sergeant, 4 January 1941. To No.1 ANS, 5 January 1941. To No.10 SFTS, 10 March 1941. Promoted WO2, 4 January 1942. Commissioned 29 January 1943. Promoted Flying Officer, 29 July 1943. Promoted Flight Lieutenant, 1 March 1945. To No.1 CNS, 26 March 1945. To No.3 ANS, 8 April 1945. To No.5 Release Centre, 4 September 1945. Retired 12 September 1945. Died in Thunder Bay, Ontario, 17 May 2001. When recommended he had flown 2,875 hours, 2,751 as instructor, 216 in past six months. Presented 29 August 1946.

During his four years as a navigation instructor this officer has been most efficient in the execution of his duties. He has held a responsible position in his flight for some time and the loyalty and devotion to duty shown by him has been reflected

both in the efficiency of his flight and the calibre of his pupils. Throughout his service this officer has set an outstanding example to other instructors by the conscientious manner in which he has performed his duties.

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McLARTY, F/L Donald William (J6835) - **Mention in Despatches** - Middle East Command (now No.7 Photo Wing) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 21 May 1922 in Newcastle, England, but family moved to Argentina when he was a child. Home in Buenos Aires, Argentina; enlisted in Ottawa, 28 November 1940 and posted to No.1 Manning Depot. To Trenton, 22 December 1940. To No.1 ITS, 21 February 1941; graduated and promoted LAC, 29 March 1941 when posted to No.9 EFTS; to No.2 SFTS, 27 May 1941. Graduated and commissioned, 8 August 1941. To Embarkation Depot, 9 August 1941. To RAF overseas, 23 August 1941. Promoted Flying Officer, 31 July 1942. Promoted Flight Lieutenant, 8 August 1943. Repatriated 24 January 1944. To No.1 Training Command, 22 April 1944. To No.5 SFTS, 30 April 1944. To No.7 Photo Wing, 10 September 1944. To No.1 Composite Training School, 15 November 1945. To No.7 Photo Wing again, 22 December 1945. To No.2 Release Centre, 11 March 1946. Retired 14 March 1946. Flew Hurricanes in North Africa. Obituary stated that he had flown 199 sorties before his capture (shot down at El Daba airport). Held in two POW camps before escape with Don Sherk, with whom he formed a lifelong friendship. Married 1947 (a lady he had met while training at St.Catharines). They spent their honeymoon year together in Columbia, South America, where he managed an air survey flight crew. Subsequently enjoyed a successful career in the Canadian Air Survey Industry, first as a pilot, followed by increasingly responsible roles in sales, marketing and managing Canadian air survey companies. As President of the Canadian Association of Aerial Surveyors, he significantly enhanced the role of private industry, both domestically and internationally. Died in Ottawa, 24 August 2011. No citation in Canadian sources. Public Records Office Air 2/9229 has recommended citation as brought to Air Ministry Honours and Awards Committee:

Flying Officer McLarty was taken prisoner in North Africa in 1942 and towards the end of the year was transferred to Bari in Italy. For three weeks he suffered great privation which brought him to the verge of starvation. Some four months later he was transferred with other prisoners to Sulmona where conditions were much better. In June 1943, the camp was evacuated owing to the approach of the Allied armies. Flying Officer McLarty and a companion got away and evading recapture when passing through the Italian lines, eventually linked up with a Canadian Division.

The original recommendation, dated 28 July 1944, read as follows:

Flying Officer McLarty was taken prisoner in North Africa and on the 11th October 1942 joined Flying Officer Sherk at Bardia. A few days later they were transferred by air to Italy and after arriving were entrained for Bari. For three weeks they suffered conditions which were extremely bad, and lack of food brought them to the verge of starvation. Approximately four months later Flying Officer McLarty was transferred with the others to Sulmona where conditions

were much better. In June 1943 the camp was evacuated due to the approach of the Allied armies. Flying Officer McLarty and his companion then commenced a period extending over a month in trying to evade recapture by the German forces. There were eventually guided through the Italian lines and joined a Canadian division and eventually returned to this country.

Flying Officer McLarty shared with his companions in determination and endurance in order to effect an escape from the enemy, and I recommend that he should be awarded the Military Cross.

NOTE: The above documents do not agree as to his unit (No.33 or No.35 Squadron) and clearly err as to the date of the camp being moved (as of June 1943 there were no Allied armies in Italy). Notations and text clearly indicate that his companion was F/O R.J.F. Sherk (Mentioned in Despatches, which see).

The following appeared in the **Ottawa Citizen** of 31 August 2011 under the byline of Andrew Duffy, with illustrations:

DONALD MCLARTY: THE LAST OF A DARING BUNCH

Hurricane pilot Donald McLarty was shot down,
escaped twice during Second World War

Flight Lt. Donald McLarty, the last local member of the Canadian branch of the Royal Air Forces Escaping Society, will be buried today in Ottawa's National Military Cemetery.

OTTAWA - For years, Ottawa's Donald McLarty was the last local member of a storied and exclusive club: the Canadian branch of the Royal Air Forces Escaping Society.

Its members were all Second World War airmen who had found their way home after being shot down behind enemy lines. Most of the society's members - they once numbered more than 200 - had evaded capture, while others had escaped POW camps to reach Allied territory. McLarty, an RCAF flight lieutenant shot down over North Africa, escaped twice.

He was the last man to lay a wreath on behalf of the Escaping Society at the National Remembrance Day Ceremony in 2005. The group officially disbanded the next year, its few remaining members increasingly infirm.

Their ranks grew still thinner still last week when Donald William "Bunny" McLarty died after a long battle with melanoma. He was 89.

McLarty will be buried Wednesday in Ottawa's National Military Cemetery. Among those in attendance will be Ray Sherk, another member of the society, and the man with whom McLarty engineered his epic escape from Nazi-occupied Italy.

"We met as POWs," Sherk, 89, said in an interview earlier this week from his home in Toronto. "We escaped the camp together; we were recaptured together; we escaped again; we were hidden in a cave for three weeks; we survived a raid by the Germans; and we spent another six weeks climbing the mountains to get back to our lines. All of it together."

McLarty, an RCAF pilot on loan to the British, was shot down during a low-level attack on a German air strip at El Daba, in western Egypt. It was Oct. 9, 1942, and McLarty had by then flown 199 sorties. The 20-year-old pilot needed just one more to complete his tour of duty.

"I was packed and ready to go home the day I was shot down," he once told an interviewer.

On his approach over El Daba - he was flying a Hawker Hurricane fighter-bomber - McLarty felt ground fire slam into his plane's engine. Oil covered his windscreen. "All I could do was fly in formation with the guy next to me," McLarty said. "And then my tail was blown off."

He crash landed on the German airfield, smashing into two parked Messerschmitt fighters.

Days later, he met Flight Officer Sherk in the back of a truck carrying prisoners to Benghazi, Libya. Sherk had been forced to land his plane behind enemy lines after his Spitfire engine failed.

The two men would spend the next year as roommates, first in a prison camp in the Italian port city of Bari, then in the Sulmona POW camp, east of Rome. They talked often about how to escape.

They seized the opportunity on Sept. 12, 1943, days after the Italian government announced an armistice, and two days before the Germans moved in to take prisoners north.

The two pilots fled into the Apennine Mountains without a compass or map. Nazi-occupied Italy was then flooded with POWs on the run and the Germans pursued them with brutal efficiency.

McLarty and Sherk were recaptured three days after their initial escape by a German patrol that surprised them high in the mountains. But the two escaped again later the same day when they convinced guards to let them move to a shady area next to a cliff during a rest stop.

They leaped over the edge and tumbled down the mountainside. The stunned Germans, with other prisoners to guard, did not give chase.

The two pilots moved deeper into the mountains. Near the town of Roccacasale, some shepherds hid them in a small cave and brought them food and clothing. The Germans raided the town in search of escapees, but none of the Italians revealed Roccacasale's secret. Two German soldiers stopped outside the cave's entrance, concealed by vegetation, and urinated.

McLarty and Sherk continued their journey south towards the front lines of the Allied advance, sometimes working as shepherds. Six weeks after their escape, in late October 1943, they met up with the 1st Canadian Division north of Foggia. The men had walked more than 500 kilometres.

"It was a moment of high relief," recalled Sherk. "Incredible, it was just incredible."

Both men ended up in hospital: McLarty with malaria; Sherk with bronchitis. McLarty was later assigned duties in Canada, while Sherk went to Europe for another tour. (In March 1944, Sherk was forced to bail out over Nazi-occupied France when his Spitfire engine again failed; he evaded capture by walking over the Pyrenees to Spain.)

Back in Canada after the war, McLarty and Sherk renewed their friendship, which endured for a lifetime. "He was well-spoken and kind and generous and loyal," Sherk says of McLarty, who spent his entire career in aviation, first as an aerial surveyor, then as a manager of several surveying companies. He was president of Ottawa's Spartan Air Services, and later, the Canadian Association of Aerial Surveyors.

Born May 21, 1922, in Newcastle, England, McLarty was a toddler when his family moved to Argentina, where his father worked as a railway engineer. As an 18-year-old, he took a freighter to Canada to enlist in the RCAF.

During his flight training, he met the beautiful daughter of an army officer, but Hope McSloy would not agree to a commitment until after the war. McLarty returned to pursue her and they married in 1947.

The couple lived in Bogota, Colombia, Mexico City, Vancouver, Niagara-on-the-Lake, Oakville and Ottawa as they raised four children: Judy, Doug, Susan and Christine.

In addition to airplanes, McLarty had great fondness for sports cars, fine wine, tailored clothes and life on Big Rideau Lake, where the family had a cottage.

He never forgot the Italian villagers who risked their lives to help him escape. The Canadian branch of the Escaping Society brought more than 200 "helpers" to visit this country, among them the heroes of Roccacasale.

Earlier this year, in February, Hope McLarty died from Alzheimer's disease. Her husband's melanoma, which had been kept in check for 11 years, spread quickly after her death, his daughter said.

Susan McLarty says she will remember her father as a meticulous, charming, witty, loving man devoted to his wife and children. "He never, ever let us down," she said. "He was always there for us."

Veterans Affairs Canada estimates that 125,000 of the one million Canadians who served in the Second World War remain alive today. Their average age is 87.

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McLAUGHLIN, F/O James Robert (J85328) - **Distinguished Flying Cross** - No.683 Squadron - Award effective 12 February 1945 as per **London Gazette** dated 23 February 1945 and AFRO 625/45 dated 13 April 1945. Born in Brighton, Ontario, 23 April 1915; home in Colborne, Ontario; enlisted in Toronto, 11 August 1941. To No.1 Manning Depot, 27 August 1941. To No.1 BGS, 13 September 1941. To No.1 ITS, 23 November 1941; graduated and promoted LAC, 22 January 1942; to No.3 EFTS, 1 February 1942; may have graduated 27 March 1942 but not posted to No.2 SFTS until 11 April 1942; graduated and promoted Sergeant, 31 July 1942. To "Y" Depot, 14 August 1942; to RAF overseas, 5 September 1942. Promoted Flight Sergeant, 31 January 1943. Promoted WO2, 31 July 1943. Commissioned 2 March 1944. Promoted Flying Officer, 2 September 1943. Repatriated 25 April 1945. To No.1 Air Command, 1 June 1945. To No.19 SFTS, 4 June 1945. To No.1 Air Command Headquarters, 8 September 1945. To No.1 SFTS, 15 September 1945. To Release Centre, 27 September 1945. To No.124 (Communications) Squadron, 29 November 1945. To No.2 Release Centre, 20 April 1946. Retired 30 April 1946. DFC presented 27 November 1950. Photo PL-35868 is a portrait. Medals advertised in Spinks Auction catalogue of December 1994, estimated value \$ 1,700 (DFC, 1939-1945 Star, Italy Star, Defence Medal, Canadian Volunteer Service Medal with Star, War Medal 1939-1945 and observer wings (ribbons missing)).

This officer has proved to be an outstanding photographic reconnaissance pilot. He has obtained some excellent photographs of the battle area and the Gothic line. In addition he has successfully covered targets in the heavily defended areas of Vienna, Munich and Budapest, displaying extreme skill both as a pilot and a navigator. On another occasion he showed marked resourcefulness and determination in pressing on to the limits of his fuel supply to obtain valuable photographs. He was able to achieve this only by exceptionally skilful handling of his engine and fuel and outstanding navigation.

NOTE: Public Records Office Air 2/9049 has recommendation dated 17 December 1944 when he had flown 103 sorties (252 operational hours).

This officer has constantly produced an exceptionally high standard of work throughout his operational flying career with this squadron.

He first made a name for himself with the Detached Flight, providing outstandingly accurate photographic mosaics of the Battle Area for the Eighth Army, on one occasion making 19 long runs covering almost half the enemy Gothic Defence Line.

Besides his notable short range work with the detachment, Flying Officer McLaughlin has also successfully covered targets at extreme range for a single-engined unarmed aircraft in the heavily defended areas of Vienna, Munich and Budapest, displaying extreme skill both as a pilot and a navigator.

On one occasion, briefed for targets in and around Vienna, he found the whole area cloud covered, but undismayed and displaying his usual determination to bring back photographs, he pressed on to the absolute limits of his petrol supply to photograph Prague, and only by exceptionally skilful handling of his engine and fuel, and outstanding navigation was he able to return safely with his valuable photographs. Prague is 60 miles further north than any Phot Reconnaissance Spitfire had operated previously from the Mediterranean area.

Flying Officer McLaughlin has proved a most resourceful and determined pilot and for his outstanding work he is recommended for a non-immediate award of the Distinguished Flying Cross.

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McLAUGHLIN, F/O Joseph Charles (J40308) - **Commended for Valuable Services** - Station Dorval (AFRO says "Overseas" but see below) - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Born 5 October 1922. Home in Jenkins, Minnesota; enlisted in Calgary, 18 March 1941 and posted to No.2 Manning Depot. To No.2 WS, 20 July 1941. Promoted LAC, 18 August 1941. Graduated 6 December 1941 when posted to No.8 BGS; graduated and promoted Sergeant, 5 January 1942. To No.31 OTU, 7 January 1942. To RAF Ferry Command, 30 June 1942 and thence to overseas. Promoted Flight Sergeant, 5 July 1942. Promoted WO2, 5 January 1943. Promoted WO1, 5 July 1943. Commissioned 26 November 1943. Promoted Flying Officer, 26 May 1944. Repatriated 24 July 1945. To No.2 Air Command, 26 July 1945. To Release Centre, 12 September 1945. Retired 21 September 1945. Living in Minneapolis as of 14 July 1950. Public Record Office Air 2/9670 identifies unit and, has citation drafted when he had flown 657 hours on current duties.

Flying Officer McLaughlin was posted to Royal Air Force Station Dorval as radio navigator and wireless operator (air) in January 1942. His work has always been of the highest order and he has been meticulous in the execution of his duties. An indication of his regard for duty is the fact that when he was compelled to make a forced landing in a remote and barren part of Newfoundland during winter weather, this officer removed all the radio equipment and carried it to shelter, thus

ensuring the safety of the equipment. Flying Officer McLaughlin completed 17 delivery flights as radio operator or radio navigator before he returned to the Royal Canadian Air Force.

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McLAUGHLIN, F/L Maurice William (J16138) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 24 October 1917 in Edmonton; home there (farmer); enlisted there 19 December 1940 and posted to No.2 Manning Depot. To No.37 SFTS (guard duty), 26 January 1941. To No.2 ITS, 16 March 1941; graduated and promoted LAC, 20 April 1941 when posted to No.8 EFTS; graduated 8 June 1941 when posted to No.15 SFTS; graduated and promoted Sergeant, 20 August 1941. To Embarkation Depot, 21 August 1941. To RAF overseas, 14 September 1941. Promoted Flight Sergeant, 20 February 1942. Commissioned 20 August 1942. Promoted Flying Officer, 20 March 1943. Promoted Flight Lieutenant, 13 January 1944. Repatriated 17 June 1945. To No.10 Repair Depot, 20 June 1945. To Release Centre, 11 December 1945. Date of release uncertain. Rejoined RCAF as a pilot, Short Service Commission (service number 42733), 11 October 1951 to 10 October 1958. Award presented 9 July 1949.

This officer has completed many sorties during a second tour of operational duty during which he has attacked many of Germany's most heavily defended targets. In March 1945, after successfully attacking Hagen, his aircraft was attacked by an enemy fighter and the whole of the starboard wing burst into flames. With fine airmanship this officer kept the burning aircraft airborne until the other members of his crew were able to escape by parachute, remaining himself until the nose of the aircraft broke off from the fuselage. Flight Lieutenant McLaughlin has invariably shown skill, courage, and devotion to duty worthy of the highest praise.

The original recommendation by W/C M.E. Ferguson (22 May 1945) is found in DHist file 181.009 D.1941 (RG.24 Vol.20612). Sortie list covered only his second tour (ten sorties, 76 hours); this and submission were as follows:

4 February 1945 - Bonn (6.50)
7 February 1945 - Goch (6.40)
13 February 1945 - Dresden (10.55)
14 February 1945 - Chemnitz (9.20)
23 February 1945 - Pforzheim (9.20)
7 March 1945 - Dessau (9.15)
11 March 1945 - Essen (6.45, day)
12 March 1945 - Dortmund (6.00)
14 March 1945 - Zweibrucken (7.05)
15 March 1945 - Hagen (no time recorded; missing from this sortie)

Flight Lieutenant McLaughlin has completed one tour of operations and has completed ten successful sorties on his second tour. During both tours this officer has attacked the majority of Germany's most heavily defended targets.

On the tenth trip of his second tour, after successfully attacking Hagen on the 15/16th March 1945, Flight Lieutenant McLaughlin's aircraft was attacked by an enemy fighter and the whole of the starboard wing burst into flame. Due to this officer's flying skill the majority of the crew were able to escape by parachute and surviving members speak highly of his coolness and courage. Flight Lieutenant McLaughlin escaped from the aircraft with serious injuries when the nose of the aircraft broke off from the fuselage.

I consider that this officer's skill, courage and consistent devotion to duty fully merit the award of the non-immediate Distinguished Flying Cross.

Further to the above, the following details are available. Early on the evening of 15 March, F/L McLaughlin and crew were bound to Hagen aboard KB870 VR-K. About four hours into the sortie the crew were attacked by an enemy night fighter. They were 10 miles inside friendly territory when four members of the crew had bailed out, before the aircraft exploded in the air. Those lost were F/O H. Garriock, P/O Alexander Sutherland and P/O E. B. Carleton DFM. The four who bailed out all suffered injuries but were found by Allied forces before ten o'clock that night. U.S. Army Intelligence informed the airforce that they were all hospitalized. At this point it was unclear what had happened to the other airmen. The most seriously injured was Saunders with a broken bone in the back but still was not listed as "serious" or "dangerously ill" ? F/O Charbonneau received injuries to his head and legs due to the aircraft catching fire and exploding before he was able to exit the Lancaster. After his recovery he again returned to duty. The crew was highly experienced one. For F/L McLaughlin, F/O Saunders, and P/O Charbonneau it was the tenth sortie of their second tour, WO Sutherland was on his seventeenth trip of his second trip, F/O Garriock had 16 sorties, P/O Carleton with nine sorties of his second tour. The crew were also attacked during an operation against Pforstheim earlier in the same month. While flying VR-K they were subjected to an attack from dead astern and directly at the rear gunner's position by a Ju.88. Both the Ju.88 and rear gunner F/O Charbonneau opened fire at the same time as the fighter came within 400 yards, directing the pilot F/L McLaughlin to corkscrew to starboard. The enemy fighter hung on to the Lancaster, which gave Charbonneau an opportunity to fire a long burst and two shorter bursts. Definite hits were seen on the fighter, it then later dove down and exploded on impact with the ground. Both P/O Carleton and P/O B.A. Anderson witnessed the destruction of the fighter. What all on board did not know was that all four of Charbonneau's guns had developed stoppages before the combat was over. This action and his later action when KB870 was lost won him his DFC.

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McLEAN, S/L Andrew Young (C13169) - **Member, Order of the British Empire** - 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 24 June 1909. Home in Seaforth, Ontario. Enlisted in London, Ontario, 7 August 1942 in Administrative Branch, commissioned and posted that date to No.5 Manning Depot. To No.12 EFTS, 21 August 1942. To Composite Training School, 2 October 1942. Promoted Flying Officer, 1 February 1943. To Eastern Air Command, 14 November 1943. Promoted Flight Lieutenant, 1 March 1944. Promoted Squadron Leader, 1 March 1945. To Release Centre, 24 March 1946. Retired 27 March 1946. Award presented 17 May 1948. Died at Seaforth, 14 August 1988 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of December 1988.

This officer's long and arduous duties have been performed in such a manner as to be an inspiration to all those who came in contact with him. Squadron Leader McLean has been the mainstay of the Organization Branch at Eastern Air Command Headquarters for the past three years and his work has been of the highest order during a period of difficult and rapidly changing conditions, particularly with respect to the organizing and functioning of the numerous isolated bases in this Command.

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McLEAN, F/O Howard Vincent (J36349) - **George Medal** - No.14 SFTS - Award effective 17 November 1945 as per **Canada Gazette** of that date and AFRO 133/46 dated 8 February 1946. Born 8 April 1916. Home in Ottawa; enlisted there 2 July 1942. To No.1 Manning Depot, 16 August 1942. To No.5 ITS, 9 January 1943; graduated and promoted LAC, 20 March 1943 but not posted to No.10 EFTS until 3 April 1943; graduated 12 June 1943 when posted to No.2 SFTS; graduated and commissioned 1 October 1943. To No.1 Flying Instructor School, 15 October 1943. To No.2 SFTS, 10 December 1943. Promoted Flying Officer, 1 April 1944. To No.14 SFTS, 7 April 1945. To No.1 Air Command, 8 September 1945. To Trenton, 7 September 1945. To Lachine, 11 September 1945. To No.1 Composite Training School, 12 September 1945. To No.3 Release Centre, 3 January 1946. Retired 9 January 1946. Died 8 November 1998 in Belleville, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1999. Incident occurred 18 July 1945. The recommendation - for an AFC - was submitted on 4 August 1945 by W/C G.G.N. Barrett, Chief Instructor at No.14 SFTS, and approved by G/C W.R. Pollock, station commander, on 8 August 1945. On 23 August 1945 A/V/M Middleton changed the recommended award to a George Medal. As of the date of recommendation, McLean had 1,253 hours 55 minutes flying (938 hours 35 minutes as instructor), of which 869 hours 15 minutes flying time and 535 hours 55 minutes instructional time had been in the previous six months. The original recommendation is much less detailed than the published citation. Presented by Governor General, 17 April 1947. See DHIST file 181.009 D1429, Honours and Awards, No.14 SFTS, Kingston, found in RG 24 Vol.20598.

This instructor was carrying out an authorized training exercise with a pupil in a Harvard aircraft when, as a result of causes unknown, his aircraft crashed and immediately burst into flames. Flying Officer McLean was severely injured in the crash, suffering fractured vertebrae, a broken nose, lacerations of the head and face and severe shock. Despite these injuries, the flames from the burning aircraft and the great danger of the fuel tanks exploding, this officer succeeded in rescuing his pupil, who was in an unconscious condition, from the burning aircraft without assistance, and dragging him clear of danger. While rescuing his pupil, Flying Officer Mclean received first degree burns on his legs and further lacerations. Flying Officer McLean's great courage, devotion to duty, and complete disregard for his own personal safety undoubtedly were responsible for saving the life of his pupil. The great gallantry displayed by this officer throughout the incident in question is beyond all praise.

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McLEAN, FS (now P/O) Lorne Everett (R215492/J90502) - **Distinguished Flying Medal** - No.425 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born in Vancouver; home at Langley Prairie, British Columbia (truck driver); enlisted in Vancouver, 6 February 1943. Trained at No.3 BGS (graduated 12 November 1943). Commissioned 1944. Presented with medal 19 May 1947. Postwar service with RCAF (213492). Died 26 May 2009 in Calgary as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2009. No citation other than that he has "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1730 (PAC RG.24 Vol.20607) has recommendation dated 11 October 1944 when he had completed 35 sorties (167 hours 20 minutes): the incident described was his second sortie; see also DFM award to FS A.H. Morrison.

This rear gunner has taken part in many attacks against the enemy's heavily defended targets including Hamburg, Kiel, Wesseling, Osnabruck, Bottrop and Bochum.

When returning from a successful attack on Sautrecourt, France on the night of June 16th, 1944, he sighted a Me.109 at starboard quarter level while another Me.109, dead astern, had been sighted by the mid-upper gunner. As the enemy closed in to attack, Flight Sergeant McLean delivered a burst to the one he had sighted. Simultaneously, the mid-upper gunner directed evasive action to "Corkscrew starboard" and opened fire on the other aircraft. The aircraft then started to climb and traces of ricocheting were observed as the enemy aircraft broke away.

The splendid teamwork of the gunners and courage and coolness of this non-commissioned officer added greatly in enabling the aircraft to return safely. Flight Sergeant McLean has invariably displayed high courage and determination.

The sortie list was as follows:

14 June 1944 - St. Pol (3.45)
16 June 1944 - Sautrecourt (4.25)
17 June 1944 - Oisemont-Neuville (4.25)
21 June 1944 - St. Martin (4.40)
23 June 1944 - Bientques (4.30)
24 June 1944 - Bernieres (4.00)
27 June 1944 - Foret d'Eary (4.20)
3 July 1944 - Biennais (4.15)
5 July 1944 - Biennais (4.10)
17 July 1944 - Caen A.1 (4.30)
18 July 1944 - Wesseling (5.30)
20 July 1944 - Ferme de Forestel (4.35)
24 July 1944 - Ferfay (3.55)
28 July 1944 - Hamburg (6.10)
30 July 1944 - Anaye-sur-Seulles (4.25)
3 August 1944 - Foret de Nieppe (4.25)
4 August 1944 - Bois de Cassan (4.50)
5 August 1944 - St. Leu d'Esserent (5.35)
7 August 1944 - La Hogue (4.40)
8 August 1944 - Foret de Chantilly (5.20)
9 August 1944 - Foret de Nieppe (3.45)
12 August 1944 - Foret de Montrichard (5.20)
13 August 1944 - Falaise (4.05)
16 August 1944 - Kiel (5.35)
28 August 1944 - Ile de Cezembre (4.25)
31 August 1944 - Ile de Cezembre (4.15)
13 September 1944 - Osnabruck (4.30)
15 September 1944 - Kiel (6.20)
17 September 1944 - Boulogne (5.15)
25 September 1944 - Calais (4.10)
26 September 1944 - Calais (3.55)
27 September 1944 - Bottrop (5.30)
28 September 1944 - Cap Gris Nez (3.45)
4 October 1944 - Bergen (7.05)
9 October 1944 - Bochum (6.40)

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McLEAN, P/O Malcolm Neil (J86725) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 25 April 1912 in Selkirk, Manitoba; home in Winnipeg; enlisted there 6 January 1942 for General Duties and posted to No.2 Manning Depot. Promoted AC1, 8 April 1942. To Boundary Bay, 8 April 1942. Promoted LAC, 6 July 1942. Remustered to aircrew and posted to No.3 BGS, 3 November 1942. Graduated and promoted Sergeant, 19 February 1943. To "Y" Depot, 3 March 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 19 August 1943. Commissioned 6 May 1944. Promoted Flying Officer, 6 November 1944. Repatriated 13 August 1945. Retired 5 October 1945. Served in postwar RCAF, 19 February 1951 to uncertain date (LAC, service number 36507, weapons technician). RCAF photo PL-26871 (ex UK-7327 dated 13 January 1944) shows him with "Jeannie", a Marmoset monkey and squadron pet. DFC sent to Training Command by registered mail, 14 August 1951. DHist file 181.009 D.2609 (RG.24 Vol.20632) has recommendation dated 9 July 1944 when he had flown on 29 sorties (156 hours 35 minutes), 16 September 1943 to 27 June 1944.

This officer has displayed the highest standard of skill and courage in air operations. As air gunner he has participated in a large number of sorties, many of them against targets important to the enemy's war effort. One night in July 1944, on the return flight from Hamburg, his aircraft was hit by anti-aircraft fire and sustained much damage. Pilot Officer McLean was wounded in the back and the leg. Although in much pain and suffering from loss of blood, he remained in his turret ready to defend his aircraft against any further interference. His courage, endurance and devotion to duty set a fine example.

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Vol.20627) has another recommendation, drafted by S/L M. Bryson, 15 August 1944 when he had flown 32 sorties (169 hours 15 minutes).

This officer has completed 32 sorties against the enemy, many of them against the most heavily defended targets in Germany. As a spare air gunner he has flown with nine different captains and he has in each case been considered to be a competent and reliable air gunner. On the night of 28/29th July 1944, while returning from an attack on Hamburg the aircraft in which he was mid-upper gunner was hit by anti-aircraft fire delivered from an enemy flak ship some seventy miles from the enemy coast. The aircraft received extensive damage and was very difficult to control. Pilot Officer McLean was wounded in the back and leg but in spite of pain and loss of blood, he continued at his post, keeping watch against enemy aircraft. The inter-com was unserviceable, fire started in the bomb bay, but Pilot Officer McLean remained calm and continued to do his duty. He stayed in his position until the aircraft was successfully landed in this country.

It is considered that this officer's coolness, offensive spirit and devotion to duty in spite of hardship fully merits the immediate need of the Distinguished Flying Cross.

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Vol.20627) has a further recommendation from 9 July 1944, the text of which differs little from the above, although it covers only 29 sorties, listed below. It is difficult to reconcile dates of recommendations which mention the later sortie to Hamburg.

16 September 1943 - Modane (8.40)
23 September 1943 - Mannheim (7.45)
8 October 1943 - Hanover (5.00)
3 November 1943 - Dusseldorf (5.35)
29 December 1943 - Berlin (7.15)
29 January 1944 - Berlin (8.55)
13 March 1944 - Le Mans (5.20)
26 March 1944 - Essen (5.45)
30 March 1944 - Nuremberg (7.45)
9 April 1944 - Villeneuve St. George (6.25)
10 April 1944 - Ghent (3.55)
20 April 1944 - Lens (5.00)
22 April 1944 - Dusseldorf (5.15)
24 April 1944 - Karlsruhe (6.20)
26 April 1944 - Essen (4.20)
30 April 1944 - Somain (4.05)
9 May 1944 - St. Valery-en-Caux (3.30)
19 May 1944 - Clipon (3.30)
22 May 1944 - Le Mans (5.20)
27 May 1944 - Bourg Leopold (5.00)
4 June 1944 - Calais (4.05)
5 June 1944 - Merville (4.15)
6 June 1944 - Conde sur Noireau (5.30)
8 June 1944 - Mayenne (5.50)
16 June 1944 - Sautrecourt (4.30)
17 June 1944 - Oisemont (4.45)
21 June 1944 - Oisemont (4.35)
24 June 1944 - Bonnetot (4.40)
27 June 1944 - Wizernes (3.45)

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McLEAN, WO Oliver Douglas (R102034) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 2 June 1944 and AFRO 1444/44

dated 7 July 1944. Born in Bridgeford, Saskatchewan, 24 December 1913; home in Gilroy, Saskatchewan; enlisted in Regina, 24 April 1941. To No.2 Manning Depot, 15 May 1941. To No.7 Equipment Depot, 20 June 1941. To No.4 ITS, 13 July 1941; graduated and promoted LAC, 19 August 1941 when posted to No.18 EFTS; ceased training 3 September 1941 and posted on 5 September 1941 to Trenton; to No.5 AOS, 26 October 1941; to No.7 BGS, 31 January 1942; graduated and promoted Sergeant, 13 March 1942; to No.1 ANS, 14 March 1942; 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; promoted WO1, 14 September 1942. Commissioned 24 March 1944 (C6913). Promoted Flight Lieutenant, 24 September 1944. Repatriated 18 July 1945. To No.8 Repair Depot, 20 July 1945. To Release Centre, 18 September 1945. Retired 2 October 1945. Died in Chilliwack, British Columbia, 24 August 1956 as per **Legionary** of December 1956. Presented with medal 1 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". Public Records Office Air 2/9149 has recommendation dated 15 February 1944 when he had flown 26 sorties (162 hours 45 minutes), 13 October 1942 to 15 February 1944.

13 October 1942 - Kiel (6.40)
1 November 1942 - Met recce (3.45)
15 January 1943 - Lorient (5.50)
29 January 1943 - Lorient (6.30)
3 February 1943 - Hamburg (3.40)
4 February 1943 - Turin (10.00)
16 February 1943 - Lorient (6.05)
19 February 1943 - Wilhelmshaven (5.00)
24 February 1943 - Wilhelmshaven (4.30)
1 March 1943 - Berlin (7.15)
22 March 1943 - St.Nazaire (5.55)
26 April 1943 - Duisburg (5.25)
28 April 1943 - GARDENING, Baltic (7.00)
30 April 1943 - Essen (5.30)
4 May 1943 - Dortmund (4.50)
23 May 1943 - Dortmund (4.50)
11 June 1943 - Dusseldorf (5.05)
13 July 1943 - Aachen (6.30)
27 July 1943 - Hamburg (6.40)
3 October 1943 - Kassel (7.25)
5 November 1943 - Dusseldorf (5.45)
4 December 1943 - Leipzig (8.30)
29 December 1943 - Berlin (8.00)
21 January 1944 - Magdeburg (7.00)
29 January 1944 - Berlin (8.30)
15 February 1944 - Berlin (6.35)

This Air Bomber has attacked many of the most heavily defended targets in Germany, including Berlin, Hamburg and Essen. Undeterred by intense flak and concentrations of searchlights, Warrant Officer McLean has pressed home the attack and always successfully bombed the objective. His keenness for operations and steadiness under fire have been an inspiration to the crews with whom he has flown. It is considered that Warrant Officer McLean's devotion to duty and steadfast courage fully merit the award of the Distinguished Flying Cross.

The website "Lost Bombers" offers the following information on his being captured. Halifax LV914 (AL-V) of No.429 Squadron was lost 24/25 March 1944 in a raid on Berlin. It was one of three No.429 Squadron Halifaxes lost on this operation (the others were LK805 and LW688). Airborne at 1859 hours, 24 March 1944 from Leeming. Pilot was F/O R.F. Conroy, RCAF, who remained at his controls to keep his aircraft stable whilst his crew successfully abandoned and lost his own life. He is buried in the Berlin 1939-45 War Cemetery. He had only recently returned to operational flying following his successful evasion in the wake of the Dusseldorf raid of 11/12 June 1943 (HE593, when he had been the sole survivor). Other in crew (all taken prisoner) were F/L G.W.McIntyre, RCAF, S/L J.W.Bell, DFC, RCAF, WO2 O.D.McLean, RCAF, F/L A.P.Smith, RCAF, Sergeant L.C.P.Spencer, RCAF, Sergeant G.Wilton. S/L J.W.Bell RCAF was held in Camp L1 (POW number 4131).

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire (very brief) based on interview of 16 May 1945. By then he was a Flying Officer (J86249); he stated he had flown 30 sorties as Bomb Aimer:

Trip OK. On target on time. No events other than the fatal one at 2300 hours. Almost direct hit by flak and immediately aircraft on fire. Order to bale out by pilot. Approximately one or two minutes after we were hit I left the aircraft. The navigator went before me.

* * * * *

McLEAN, FS Robert Galeta (R59712) - **British Empire Medal** - No.7 Bombing and Gunnery School - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 31 January 1905, McCreary, Manitoba; educated at Brandon Normal School and Wesley College, Winnipeg. School teacher and Principal at Churchbridge, South Dakota, but gave home as Brandon, Manitoba; enlisted in Winnipeg, 15 August 1940 as Armourer. To No.1 Manning Depot, 20 November 1940. To Trenton, 30 November 1940. Promoted AC1, 24 February 1941. To No.3 BGS, 25 March 1941. To Air Armament School, 17 April 1941. Promoted LAC and Acting Corporal, 28 June 1941. To No.7 BGS, 30 June 1941. Promoted Sergeant, 2 July 1941. Promoted Flight Sergeant, 1 April 1942. To Mountain View, 11 July 1942. To No.7 BGS again, 3 August 1943. To Release Centre, 23 July 1945. Retired 29 July 1945. Died 31 May 1949. PR release at time of award says he won Air Gunner's badge in

1940 and was currently in the Armament Branch. Presented with medal 8 November 1945. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 7) has citation.

Throughout over three and a half years service at his present unit, this non-commissioned officer has never failed in carrying out his work in a highly efficient manner. He has given unstintingly of his services, often working long hours under severe stress in the interests of the service. His proficiency as an armament instructor is commendable. His tenacity and complete control of even the most difficult situations are highly exemplary. His willingness to undertake tasks and assume responsibilities not normally required in his course of duties is of the highest order.

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McLEAN, F/O Ross Patterson (J21662) - **Commended for Valuable Services in the Air** - No.6 SFTS - Award effective 26 October 1943 as per **London Gazette** of that date and AFRO 2386/43 dated 19 November 1943. Born in Ailsa Craig, Ontario, 6 May 1919. Enlisted in Windsor, Ontario, 16 September 1940. To No.2 Training Command, 10 October 1940. To No.2 ITS, 5 November 1940; graduated and promoted LAC, 21 December 1940 when posted to No.8 EFTS; graduated 7 February 1941 and posted next day to No.3 SFTS; graduated and promoted Sergeant, 28 May 1941. To Trenton, 29 May 1941; to No.6 SFTS, 30 August 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 June 1942. Commissioned 16 September 1942. Promoted Flying Officer, 15 January 1943. To Trenton, 2 February 1944. To Release Centre, 9 February 1945. Retired 15 February 1945. After the war he worked in Preston, Ontario (President, Royal Metal) and Cambridge, Ontario (Inter Royal Group, for which he also went to New York City), and finally the owner of Croyden Furniture. President at one time of Canadian Business Equipment Manufacturers Association and Chairman, Cambridge Memorial Hospital. Died in Punta Gorda, Florida, 13 April 2014. Governor General's Records (RG.7 Group 26, Volume 57, File 190-I) has citation.

This officer has been employed on flying instructional duties and for the past two years has carried out his duties in a very outstanding manner. His ability as an instructor is of the highest order and his loyalty, enthusiasm and determination have been exemplary.

McLEAN, F/O Ross Patterson (J21662) - **Member, Order of the British Empire** - No.6 SFTS - Award effective 23 June 1944 as per **Canada Gazette** dated 1 July 1944 and AFRO 1861/44 dated 25 August 1944. Event described also brought award of BEM to LAC Norman Frederick Wolgast (RAAF). Presented with medal 11 July 1945.

This officer was taxiing his plane when a Harvard aircraft crashed on another runway. He quickly taxied over to the burning wreckage, jumped out and, with total disregard for his own safety and despite the danger of exploding gasoline, rushed into the flames. Having seen the occupant of the rear cockpit clear himself

from the plane and crawl away, he rushed to the rescue of the instructor, who had managed to undo his safety harness and had then collapsed. With the assistance of an airman, he kicked in one of the side panels and attempted to pull the pilot out with his parachute on. Unable to do so, he reached into the burning cockpit, undid the harness, and pulled the pilot to safety. If it had not been for Flying Officer McLean's quick thinking and courageous and swift actions, this airman would have lost his life, as the plane was burned out shortly after his release.

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McLEAN, F/O William Eugene (J35287) - **Mention in Despatches** - No.514 Squadron (deceased) - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Born in Toronto, 10 January 1920; home there (aircraft assembly worker); enlisted there 25 July 1941 and posted to No.4A Manning Depot. To No.3 ITS, 1 September 1941; graduated and promoted to LAC, 7 October 1941 but not posted to No.21 EFTS until 25 October 1941; graduated 19 December 1941 and posted next day to No.9 SFTS; graduated 24 April 1942 when promoted Sergeant. He may have been a "bad boy" in that, on 4 April 1942 he was awarded seven days punishment drill for "neglecting to obey Station Flying Orders"). Posted to No.10 AOS, Chatham, 1 June 1942; to No.9 BGS, 9 October 1942; promoted Flight Sergeant, 24 October 1942; promoted WO2, 24 April 1943; commissioned 9 August 1943; to "Y" Depot, Halifax, 29 September 1943; arrived in Britain, 30 October 1943; posted to No.15 (P) AFU, 15 February 1944 (attached to No.32 Beam Approach Training Flight, 23-30 May 1944); promoted Flying Officer, 12 March 1944; to No.26 OTU, 27 June 1944; to No.12 OTU, 19 July 1944; to No.31 Base, 29 September 1944; attended No.3 AGS and No.3 Lancaster Finishing School; posted to No.514 Squadron, 2 January 1945. Killed in action 2/3 February 1945 (Lancaster NN772). Certificate sent to his mother, 21 January 1949. Public Records Office Air 2/5867 has recommendation for a Victoria Cross dated 17 June 1945 and signed by Wing Commander P.L.B. Morgan, Commanding Officer of No.514 Squadron. McLean had flown five sorties (20 hours 35 minutes).

On the night of the 2nd/3rd February 1945, the above named officer was detailed as pilot and captain of a four engined heavy bomber to attack Wiesbaden.

The target was a heavily defended one, and just after the bombs had been released there was a loud explosion in the aircraft. Flying Officer McLean was then heard to ask the Flight Engineer if the starboard inner engine had been hit. He got no reply but almost immediately he himself confirmed that it was the starboard inner engine and that it was now out of action. At this moment the Mid-Upper Gunner saw that the starboard inner engine was on fire.

The air bomber, who was down in the bomb aimer's position when the explosion occurred, then came up to see if he could give any assistance. At this moment, a large piece of white-hot metal came into the aircraft and lodged between the

pilot's feet just aft of the rudder bar. The Air Bomber attempted to remove this with the aid of a flying jacket, but was unable to do so. Seeing this, Flying Officer McLean ordered the crew to carry out the emergency procedure for abandoning the aircraft.

Flying Officer McLean continued to control the aircraft in spite of the white hot metal, which by now was quickly setting fire to everything in its vicinity, including Flying Officer McLean's boots and clothing.

Just prior to leaving his turret, the Mid-Upper Gunner saw that the whole of the front part of the aircraft was on fire but the aircraft was still being kept steady which enabled him to reach the emergency exit and abandon the aircraft.

The Air Bomber, on his way to the emergency exit, noticed the Flight Engineer lying on the floor, apparently wounded or killed, so he called for a parachute pack, which he fastened to the Flight Engineer's harness. The pilot then told them to get out quickly. The Air Bomber then noticed that Flying Officer McLean was enveloped from head to foot in flames and that the whole cockpit was on fire. He then received a blow to the stomach and fell out of the aircraft.

The Air Bomber and the Mid-Upper Gunner were the only two survivors of the crew but they undoubtedly owe their lives to the outstanding bravery of the captain, Flying Officer McLean, who remained at the controls in order to steady the aircraft sufficiently to let his crew abandon it, completely disregarding his own safety and enduring what must have been extreme agony. Had he chosen, Flying Officer McLean was in a position to save himself but, crippled as the aircraft was, it is unlikely that any other members of the crew would have survived.

By his action, Flying Officer McLean set the highest example for outstanding bravery and courage, sacrificing his own life in attempting to save the lives of his crew and comrades.

It is very strongly recommended that this outstanding example of heroism be recognized by the posthumous award of the Victoria Cross to Flying Officer W.E. McLean.

On duties in Canada he had very satisfactory reports. On 20 June 1943 W/C G.O. Godson (No.9 BGS) described him as a "dependable, industrious worker, considered a real asset to this unit" and recommended both a commission and posting to an OTU for fighter training.

His No.514 Squadron Lancaster (NN772, "C2") took off at 2050 hours on 2 February 1945. The load was one 4,000-pound bomb, ten 500-pound bombs, two 250-pound bombs and four 250-

pound bombs. It also carried 1,650 gallons of fuel. Other members of the crew were 1583975 Sergeant N.W. Nightingale (navigator, killed), 1387911 Sergeant S.W. Moore (air bomber), 2204969 Sergeant A.T. Blackshaw (WOP, killed), 1837096 Sergeant G.H. Berridge (mid-upper gunner), 1596012 Sergeant H. Harvey (rear gunner, killed) and 1851647 Sergeant F.G. Maunder (flight engineer, killed).

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McLEAN, F/O William Geddes (J38771) - **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 14 July 1922 at Moorepark, Manitoba; home there (ledger keeper); enlisted in Winnipeg, 22 August 1942. Granted Leave Without Pay until 9 September 1942 when posted to No.2 Manning Depot. To No.10 SFTS (guard duty), 19 November 1942. To No.7 ITS, 23 January 1943; graduated and promoted LAC, 2 April 1943 but not posted to No.6 EFTS until 17 April 1943; ceased training and posted to No.2 Manning Depot, 13 May 1943; to No.5 AOS, 12 June 1943; graduated and commissioned, 26 November 1943; to "Y" Depot, 10 December 1943; to No.3 Aircrew Graduate Training School, 13 January 1944; to "Y" Depot again, 17 February 1944. Taken on strength of No.3 PRC, 5 March 1944. Promoted Flying Officer, 26 May 1944. Repatriated 5 September 1945. Retired 25 October 1945. Died in Beausejour, Manitoba, 26 December 1991 as per **Legion Magazine** of April 1992. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8751 has recommendation dated 20 April 1945 when he had flown 38 sorties (232 hours 20 minutes), 28 October 1944 to 18 April 1945.

28 October 1944 - Cologne (6.45)
30 October 1944 - Cologne (6.20)
1 November 1944 - Oberhausen (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)
26 November 1944 - Neuss (6.00)
30 November 1944 - Duisburg (6.10)
2 December 1944 - Hagen (6.30)
4 December 1944 - Karlsruhe (7.25)
5 December 1944 - Soest (7.10)
6 December 1944 - Osnabruck (5.50)
5 January 1945 - Hannover (5.25)
7 January 1945 - Munchen (7.20)
14 January 1945 - Saarbrucken (4.45)
22 January 1945 - Duisburg (4.05)

28 January 1945 - Stuttgart (6.10)
7 February 1945 - Cleve (4.15)
8 February 1945 - Politz (8.15)
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 (4.40)
15 March 1945 - Misburg (6.30)
16 March 1945 - Nuremburg (7.15)
18 March 1945 - Witten (5.25)
20 March 1945 - Hemmingstadt (5.10)
22 March 1945 - Hildesheim (4.35)
4 April 1945 - Merseburg (7.20)
9 April 1945 - Kiel (5.15)
14 April 1945 - Potsdam (7.45)
16 April 1945 - Schwandorf (7.40)
18 April 1945 - Heligoland (4.10)

Flying Officer McLean is a very efficient navigator, now on his second tour of operations. He has participated in attacks on such heavily defended enemy areas as Kiel, Merseburg, Stuttgart and Hamburg.

Underneath a quiet, unruffled personality he possesses a fine offensive spirit and a keen sense of devotion to duty, which makes him a very valuable member of aircrew, Invariably this officer has displayed a desire for operational duty and a technical skill which has served as an inspiration to all members of his crew.

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McLEARN, S/L Harold Alexander (C7404) - **Mention in Despatches** - No.1 Group - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Educated at University of Toronto. Commissioned in Militia, 1936; enlisted in RCAF, Toronto, 12 September 1941. Became RCAF Judge Advocate General, 1950, and JAG for Canadian Armed Forces, 20 February 1969 (promoted to Brigadier General at that time). Awarded Queen's Coronation Medal, 21 October 1953 when a Group Captain at AFHQ.

This officer has shown outstanding ability in setting up and being responsible for flying control organization in his group. His supervision and initiative have been an inspiration to operational aircrews and have frequently led to the safety and

rescue of aircraft in distress. The contribution this officer has made to the Royal Canadian Air Force has been of great value.

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McLEISH, S/L Wallace Angus Grayton (J4886) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 23 May 1944 and AFRO 1380/44 dated 30 June 1944. Born in Toronto, 27 April 1915; home in South Hamilton. Obtained a BA at McMaster University, then taught at Ashbury College, Ottawa, 1938-1940; enlisted in Hamilton, 16 September 1940. To No.2 Training Command, 10 October 1940. To No.2 ITS, 5 November 1940; graduated and promoted LAC, 10 December 1940; posted next day to No.15 EFTS; graduated 28 January 1941 when posted to No.32 SFTS; graduated and commissioned, 11 April 1942. To Trenton, 25 April 1942. To No.5 SFTS, and then to Summerside to instruct. Promoted Flying Officer, 11 April 1942. To "Y" Depot, 24 January 1943; to RAF overseas, 18 February 1943. Further trained at No.14 (P) AFU, No.22 OTU and No.1664 HCU before posting to No.428 Squadron, 26 August 1943. Served as Deputy Flight Commander, Flight Commander, and finally as CO, 9 May to August 1944. February 1945 to command Station Dalton. Promoted Flight Lieutenant, 11 April 1943; promoted Squadron Leader, 28 November 1943; promoted Wing Commander, 9 May 1944; reverted to S/L 1 October 1946. DFC presented at Buckingham Palace, 11 August 1944. With No.664 Wing (Tiger Force) as of 6 August 1945. To No.1 Air Command, 1 September 1945. To No.14 SFTS, 6 September 1945. To No.1 WS, 5 October 1945. To No.1 Air Command, 1 November 1945. Postwar served in flying and administrative positions. To No.103 Search and Rescue Unit, 9 August 1948. Awarded AFC in April 1951 for work with No.103 Search and Rescue Unit. To Training Command Headquarters, 15 February 1952. Later CO of RCAF unit at Churchill, and from 1953 to 1956 was Director of Air Equipment Engineering, AFHQ. Then assigned to flying duties. Trained at No.3 AFU (Gimli), No.1 AFU (Saskatoon) and No.3 (AW) OTU, Cold Lake, posted to Bagotville as CO, No.434 Squadron. Led unit overseas in May 1957 (NIMBLE BAT III) in record time of 28 hours 50 minutes. Killed in crash of a CF-100 near No.3 (F) Wing, Zweibrucken, 21 June 1957 when he was a Wing Commander. Photo PL-26860 (ex UK-7326 dated 13 January 1944) shows him as Squadron Leader; caption notes, "His share in the bombing offensive brings to mind the fact that the Hamilton airman visited Berlin during the 1936 Olympic Game when he was a member of the Hamilton crew representing Canada. He is a graduate of McMaster University, Hamilton, where he was an outstanding athlete." RCAF photos PL-31163 (ex UK-12599) and PL-31164 (ex UK-12600), both dated 21 July 1944 show him soon after taking command of No.428 Squadron. RCAF photo PL-31165 (ex UK-12601 dated 21 July 1944) shows F/O W.M. Barnhart, DFC (Ottawa, navigator), W/C W.A.G. McLeish, DFC (Hamilton) and F/O M.W. Robson, DFC (Transcona, Manitoba, navigator). Photo PL-32667 shows him in wartime. Photo PL-36370 is a portrait.

This flight commander has a fine operational record. He has completed numerous sorties against targets in the Ruhr Valley, Berlin and Central Germany and has at all times displayed a masterly skill both as captain of aircraft and pilot. On one

occasion while making a bombing run over Berlin his aircraft was attacked by an enemy fighter and although severe damage was inflicted on his bomber the bombs were released successfully. On the return flight Squadron Leader McLeish's aircraft was twice attacked by hostile fighters but by fine airmanship both attacks were frustrated and the damaged bomber flown back to base. This officer has always pressed home his attacks in a determined and courageous manner, contributing in no small way to the many successes achieved.

McLEISH, W/C Wallace Angus Grayton, DFC (J4886) - **Mention in Despatches** - No.64 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. This may have been the result of a recommendation raised (Group Captain's signature illegible), 3 August 1944 for an American Silver Star; he had flown 32 sorties (225 hours 40 minutes). Submission as follows:

Wing Commander McLeish has been an outstanding Captain of aircraft and Officer Commanding a Squadron. He has displayed, during his entire tour of operations, exceptional keenness to attack the enemy and determination in planning his attack on the aiming point with thorough disregard to opposition. He has completed 32 sorties which include attacks on heavily defended German targets, French targets and mine laying operations. This officer's qualities of leadership and organizing ability have been manifest in that, while carrying on effective operations, his unit converted to a new type of aircraft within two months without outside assistance. In addition, this officer's unit enjoys a high place in the record of Bomber Command activities. Considerable credit for this achievement is contributable to Wing Commander McLeish in that his high personal efficiency and fine example set has been an inspiration to all concerned. I recommend this officer for the award of the American Silver Star.

The same day (3 August 1944) Air Commodore A.E. McBurney added the following:

This officer's record of service, first as an instructor, later as a squadron pilot and finally as Squadron Commander, has shown throughout a superlative fighting spirit which he has successfully instilled into the men under him. Not only did he uphold the high standard of bombing operations existing in his Squadron but, under his direction an exceptional number of highly successful mining operations were carried out, resulting in great disruption and destruction of enemy shipping during a crucial period in the offensive in Europe. I strongly recommend this award.

With this was the following sortie list:

27 August 1943 - Nuremberg (8.40, second pilot)

30 August 1943 - Munchen Gladbach (6.40)

5 September 1943 - Mannheim (8.10)
15 September 1943 - Montlucon (7.25)
16 September 1943 - Modane (8.50)
8 October 1943 - Hanover (5.20)
22 October 1943 - Kassel (7.45)
3 November 1943 - Dusseldorf (6.45)
11 November 1943 - Cannes (10.30)
18 November 1943 - Ludwigshaven (8.20)
19 November 1943 - Leverkusen (6.30)
22 November 1943 - Berlin (8.00)
25 November 1943 - Frankfurt (8.05)
3 December 1943 - Leipzig (9.00)
4 January 1944 - Gardening Brest (5.15)
20 January 1944 - Berlin (8.15)
28 January 1944 - Berlin (8.50)
11 February 1944 - Gardening Brest (5.30)
19 February 1944 - Leipzig (7.00)
3 March 1944 - Gardening Gironde River (7.20)
6 March 1944 - Trappes (4.55)
21 March 1944 - Gardening (2.50, recalled)
22 March 1944 - Gardening Kiel (6.45)
23 March 1944 - Laon (6.20)
25 March 1944 - Aulnoye (6.20)
29 March 1944 - Vaires (6.05)
9 April 1944 - Lille (4.50)
23 April 1944 - Gardening Kiel (6.30)
21 June 1944 - St. Martin le Hortier (4.20, daylight)
18 July 1944 - Wesseling (5.40)
24 July 1944 - Stuttgart (8.40)
28 July 1944 - Hamburg (5.00)
3 August 1944 - Bois de Casson (5.15, daylight).

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McLEISH, F/L Walter McDonald (J11075) - **Commended for Valuable Services in the Air** - No.13 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 28 September 1920 at Verdun, Quebec. Home in Montreal; working in an aircraft factory; encouraged to attend night technical school to study aeronautical engineering. Attended a British Air Commission course to train as an aircraft inspectot. Enlisted in Montreal, 5 August 1941. Trained at No.3 ITS (graduated 7 October 1941), No.4 EFTS (graduated 19 December 1941) and No.13 SFTS (graduated 10 April 1942). By mid-1944 he was with a Canadian OTU training on Mosquitos. Sent overseas but no operational posting and repatriated. Retired from RCAF, 11 September 1945. Attended McGill University in Montreal

(B.Eng., 1950), and the University of Michigan (M.Eng., 1952). Re-engaged, 19 April 1948 (service number 47294); to No.426 Squadron, 2 May 1948. Formally commissioned as Pilot (Flying Officer), 1 April 1949. Promoted Flight Lieutenant, 30 January 1952. Posted to the Central Experimental Proving Establishment at Rockcliffe, Ontario, as the Chief of Airworthiness with the rank of Squadron Leader. Spent the next decade on research and development projects covering ejection seats, fighter aircraft runway arrester gear, autopilots and other projects to enhance flight performance. Another project involved the conversion of the rear seat of a T-33 to hold a caged cat fitted with medical sensors to measure its reaction and balance under the influence of zero gravity, as part of Canada's contribution to the US space program. Promoted to Wing Commander, but resigned from the military on the eve of a promotion to Group Captain (Colonel) in the midst of a NATO (North Atlantic Treaty Organization) tour in West Germany at the Fourth Allied Tactical Airforce Headquarters, to work in civil aviation. In 1964 he was appointed to the Canadian Department of Transport, Civil Aviation, as the Chief Aeronautical Engineer responsible for Airworthiness and Aircraft Certification. Over the next 18 years with the Department, his responsibilities increased dramatically. He became Director of Civil Aviation in 1970, Director General of Civil Aeronautics in 1972, and was appointed Administrator of the Canadian Air Transportation Administration (CATA) in 1976, a position he held until his retirement in 1982. Throughout his Transport Canada service he developed a close liaison with the U.S. Federal Aviation Administration (FAA). This was particularly important in the areas of security and air traffic control. Upon his retirement in 1982, he was presented with the FAA's Distinguished Service Medal. After he retired, he worked as an independent consultant to governments, airlines, and the aerospace industry. He founded Aerodevco Consultants Ltd., which offers technological assistance globally. He died in Baltimore, Maryland, U.S.A. on 5 January 5, 2004. Inducted as a Member of Canada's Aviation Hall of Fame in 2003. See <http://www.cahf.ca/CUSTOMPAGES/907/MemberList.cfm?firstLetter=M#140> for Hall of Fame entry.

This officer has been employed on this unit for about two and a half years. He has carried out his duties as flying instructor, flight commander and examining officer in a highly commendable manner. His hard work and loyalty are deserving of very high praise.

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McLELLAN, Sergeant Donald (R65314) - **Mention in Despatches** - No.64 Base - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 3 July 1917. Home in Antigonish, Nova Scotia; enlisted in Halifax, 16 August 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 18 September 1940. Promoted AC1, 1 February 1941. To "K", 5 February 1941. Promoted LAC, 1 July 1941. To No.2 ANS, 28 July 1941. To "Y" Depot, 24 April 1942; to RAF overseas, 30 April 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 26 June 1943. Repatriated by air, 8 June 1945; retired 4 September 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has

recommendation sent to No.6 Group Headquarters, 11 September 1944, at which time he was identified as being with No.434 Squadron. Not granted at New Year's; appears to have been delayed to next Honours List.

This airman enlisted in the RCAF on 14th February 1941, and has served in the United Kingdom since 14th May 1942. Sergeant McLellan is employed as a Fitter and has proven himself an excellent tradesman and efficient NCO. His willingness and whole hearted efforts have inspired his men and the serviceability of his aircraft has been maintained at an exceptionally high standard.

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McLELLAN, S/L Roy Alexander Kennedy (C8030) - **Member, Order of the British Empire** - No.4 Training Command Headquarters. 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 31 July 1887 in Minto Township, Ontario (RCAF Press Release 4907 reporting award). Educated in Hamilton. Enlisted in Regina, 10 October 1941 in Works and Buildings Branch and granted rank of Flying Officer. To No.4 Training Command, 18 October 1941. Promoted Flight Lieutenant, 10 August 1942. Promoted Squadron Leader, 1 April 1944. To AFHQ, 9 October 1944. Retired 25 September 1945; living in Saskatoon as of July 1947. Medal presented by Governor General, 27 June 1945.

This officer's professional technical ability has been largely responsible for the successful development of water and sewer installations in this command. In addition to these duties, he assisted the Department of Transport on water supply services in the Yukon Territory and made a valuable contribution to the progress of development in that region. He also conducted a survey of water and sewer services in Eastern Air Command with exceptional ability. His devotion to duty, zeal and enthusiasm in the efficient execution of his professional duties are most praiseworthy.

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McLELLAN, P/O Walter Greydon (J17691) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 16 November 1943 and AFRO 2610/43 dated 17 December 1943. Born in Economy, Nova Scotia, 11 April 1916; home there; enlisted in Halifax, 5 December 1940 and posted to No.1 Manning Depot, Toronto. To No.1A Manning Depot, Picton, 8 January 1941. To "R", 21 January 1941. To No.1 ITS, 22 April 1941; graduated and promoted LAC, 28 May 1941 and posted to No.3 EFTS; ceased training 23 June 1941 and posted to Trenton; to No.5 AOS, 17 August 1941; graduated 7 November 1941 and posted next day to No.7 BGS; promoted Sergeant and posted to No.1 ANS, 20 December 1941; graduated 19 January 1942. To "Y" Depot, 20 January 1942. To RAF overseas, 9 February 1942. Commissioned 29 March 1943. Promoted Flying Officer, 29 September 1943. Promoted

Flight Lieutenant, 29 March 1945. Repatriated by air to Canada with No.434 Squadron, 10 June 1945. Retired 12 September 1945. Photo PL-25543R (right) is F/O W.G. McLellan, DFC; PL-25543L (left) is F/O J.H. Evans, DFM. RCAF photo PL-31014 (ex UK-12437 dated 8 July 1944) is captioned as follows - "This is no slot machine; it is an instructional board in the bombing section of a heavy conversion unit in RCAF Bomber Group overseas. An ex-operational instructor, F/O Walter McLellan, DFC, Economy, Nova Scotia, demonstrates its use to two trainees. P/O Gerald Murphy. Chart behind McLellan illustrates working of famous Mark XIV bombsight, just off secret list. This is the instrument whose precision in night bombing enables Bomber Command to switch successfully from area leveling in Germany to pinpointing invasion targets and flying bomb emplacements in France." Medal sent by registered mail 17 January 1946. Died at Great Village, Nova Scotia, 5 March 1992 as per **Legion Magazine** of June 1992. No citation in AFRO other than "completed many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty."

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McLELLAN, S/L William Gilchrist (C2342) - **Member, Order of the British Empire** - No.1 Central Navigation School - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Enlisted in Winnipeg 1 July 1940 in Administration Branch. Initially with No.2 Training Command. Promoted Flight Lieutenant, 15 July 1941. Promoted Squadron Leader, 15 August 1942. To AFHQ, 23 January 1943. To No.2 Training Command, 4 April 1944. To No.12 SFTS, 4 June 1944. To No.1 CNS, 5 September 1944. To Release Centre, 2 September 1945; retired 4 September 1945. Medal sent by registered mail 17 January 1946.

By his outstanding efforts far beyond the normal call of duty, this officer has done much to improve the organization of this unit. He has contributed greatly to the high standard of efficiency achieved in his section and has at all times shown a keen devotion to duty which is most praiseworthy.

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McLEOD, Corporal Arthur Daniel (R87167) - **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 29 January 1905. Home in Brandon, Manitoba; enlisted in Saskatoon, 27 January 1941 as Instrument Maker. Posted on enlistment to No.1 Manning Depot. To Technical Training School, 25 April 1941; promoted AC1, 30 August 1941; to No.7 BGS, 3 September 1941. Promoted LAC, 1 January 1942. Promoted Corporal, 1 February 1943. To "Y" Depot, 4 April 1943. To RAF overseas, 8 March 1943. Repatriated July 1945; to Release Centre, 5 September 1945; released 13 September 1945. No citation in AFRO. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ when he had served 25 months in Canada, 23 months overseas.

This airman is employed as an Instrument Repairer with Repair and Inspection Section and has been both energetic and efficient as a tradesman and NCO. He has earned the respect of his men and the confidence of his superiors. His untiring efforts have placed him in a category well above average and his deportment and appearance have at all times set an example to those serving with him. In recognition of this airman's outstanding work, he is recommended for the award of Mention in Despatches.

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McLEOD, WO1 Colin (R121043) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 19 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 7 April 1919 in Macleod, Alberta; home in Lethbridge; enlisted Calgary, 25 July 1941. Granted Leave Without Pay until 26 August 1941 when posted to No.3 Manning Depot. To No.2 BGS (guard duty), 24 September 1941. To No.2 ITS, 10 November 1941; graduated and promoted LAC, 2 January 1942; to No.15 EFTS on 3 January 1942; may have graduated 13 March 1942 but not posted to No.3 SFTS until 28 March 1942; graduated and promoted Sergeant, 17 July 1942. To "Y" Depot, 31 July 1942. To RAF overseas, 6 August 1942. Attained rank of WO2, 17 July 1943. Repatriated to Canada on 21 December 1944. To No.7 Release Centre, 31 December 1944. Discharged 29 March 1945. Medal presented 26 February 1949.

This officer has an excellent operational record. He has completed many sorties including attacks on Berlin, Friedrichshafen, Essen and Frankfurt. His fine leadership and keen determination have set an excellent example to all.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has recommendation raised by W/C R.A. McLernon, 27 July 1944 when he had completed 28 sorties (141 hours 50 minutes):

28 November 1943 - Etamps (5.05, second pilot)
7 March 1944 - Le Mans (5.30, second pilot)
15 March 1944 - Stuttgart (7.48)
18 March 1944 - Frankfurt (5.56)
24 March 1944 - Berlin (7.01)
18 April 1944 - Noisy-le-Sec (4.50)
20 April 1944 - Cologne (4.52)
26 April 1944 - Essen (4.50)
27 April 1944 - Friedrichshafen (8.50)
8 May 1944 - Haine St. Pierre (4.41)
11 May 1944 - Boulogne (3.32)
22 May 1944 - Dortmund (4.26)
27 May 1944 - Bourg Leopold (4.52)

31 May 1944 - Au Fevre (5.07)
2 June 1944 - Neufchatel (4.06)
6 June 1944 - Coutances (4.38)
7 June 1944 - Acheres (4.47)
9 June 1944 - Le Mans (5.31)
14 June 1944 - St. Pol (3.34)
15 June 1944 - Boulogne (3.40)
16 June 1944 - Sterkrade (4.35)
21 June 1944 - St. Martin (3.54)
23 June 1944 - Bientques (3.35)
24 June 1944 - Bamieres (4.00)
12 July 1944 - Creil area (4.40)
17 July 1944 - Caen (4.15)
18 July 1944 - Wesseling (5.50)
24 July 1944 - Stuttgart (8.25)

Warrant Officer McLeod has penetrated deep into enemy territory on many occasions and has successfully attacked many of Germany's most heavily defended cities, including Berlin, Friedrichshaven, Essen and Frankfurt. On all his operations he has shown exceptional ability as a pilot and a fine offensive spirit.

On one occasion, when ordered to attack Wesseling, one of the engines of the aircraft he was flying caught fire and had to be feathered. Despite this fact he pressed on for many more miles and attacked the target from a very low altitude, disregarding the extremely heavy Ruhr defences. By this action Warrant Officer McLeod showed his keen determination to destroy the enemy at all costs, regardless of the danger or the odds against him. He has set an excellent example of operational aggressiveness to his crew and to the whole squadron.

Therefore, I recommend that he be awarded an immediate Distinguished Flying Cross.

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McLEOD, WO1 (now P/O) Douglas Ian (R161134/J89333) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 3 July 1923 in Orillia, Ontario; home in Hawkstone, Ontario; enlisted in Hamilton, 6 April 1942 and posted to No.5 Manning Depot. To No.9 SFTS, 25 May 1942; to No.6 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942; to No.4 AOS, date not specified; graduated and promoted Sergeant, 5 February 1943. To "Y" Depot, 19 February 1943. To RAF overseas, 8 March 1943. Commissioned 3 August 1944. Promoted Flying Officer, 3 February 1945. Repatriated to Canada, 18 June 1945; to Debart for Tiger Force training, 19 June 1945; to No.408 Squadron,

Greenwood, 7 August 1945; to No.10 Release Centre, 15 November 1945; to Air Navigation School, 21 November 1945; to Torbay, 15 January 1946; to No.1 Release Centre, 15 March 1946. Released 3 April 1946. Medal sent by registered mail 10 March 1949. Died in Orillia, 25 January 2002 as per **Legion Magazine** of March 2003. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1633 (RG.24 Vol.20603) has recommendation dated 13 August 1944 when he had flown 31 sorties (139 hours 45 minutes), 25 November 1943 to 7 August 1944.

Warrant Officer McLeod is an above average navigator whose unerring skill has contributed in a large way to the success achieved on many sorties, including attacks on Stuttgart (twice), Frankfurt, Essen (twice) and Nuremburg. His cheerful disposition, alertness and strong sense of duty in his work has been apparent at all times. Warrant Officer McLeod's splendid record and devotion to duty is deserving of the award of the Distinguished Flying Cross.

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McLEOD, WO Edward Thomas (R99253) - **Distinguished Flying Cross** - No.50 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. Born 17 June 1919. Home in Saint John, New Brunswick; enlisted Moncton, 17 May 1941 Granted Leave Without Pay until 10 July 1941 when posted to No.1 Manning Depot. To No.6 SFTS (guard duty), 8 August 1941. To No.1 ITS, 27 October 1941; graduated and promoted LAC, 19 December 1942; to No.2 EFTS, 20 December 1941; ceased training and posted elsewhere, 3 February 1942; to No.4 AOS, 28 February 1942; ceased training and posted elsewhere, 11 May 1942; to No.4 BGS, 20 June 1942; graduated and promoted Sergeant, 31 July 1942. To "Y" Depot, 1 August 1942; to RAF overseas, 20 August 1942. Promoted Flight Sergeant, 31 January 1943; promoted WO2, 31 July 1943; commissioned (J85798), 14 April 1944. Promoted Flying Officer, 14 October 1944. Repatriated to Canada, 18 December 1944. To Moncton, 29 December 1944. To an unspecified "Operational Training Squadron", 31 January 1945. To Pennfield Ridge, 19 August 1945. To No.1 Release Centre, 4 September 1945. Retired 8 September 1945. Medal presented 20 April 1948. Died in Ottawa, 20 September 2002.

Warrant Officer McLeod has taken part in numerous operations against some of the most heavily defended enemy targets. Throughout he has maintained an alert and efficient watch for enemy fighters and on two occasions has beaten off their attacks. In December 1943, during a sortie to Leipzig, the rear turret of his aircraft was so severely damaged that it was rendered useless. Warrant Officer McLeod moved into the body of the aircraft and maintained a vigilant search through cannon shell holes in the fuselage. This Warrant Officer has invariably displayed praiseworthy courage and devotion to duty.

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McLEOD, S/L Elmer John (J4922) - **Mention in Despatches** - No.145 (BR) Squadron - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 4 September 1918. Home in Aylmer, Ontario; graduated from University of Western Ontario in 1940. Enlisted in London, Ontario, 17 August 1940. To Patricia Bay, 23 September 1940. To No.2 ITS, 22 October 1940; graduated and promoted LAC, 27 November 1940; posted that date to No.3 EFTS; graduated 16 January 1941 and posted to No.6 SFTS; graduated and commissioned 29 March 1941. To Trenton, 8 April 1941. To No.14 SFTS, Aylmer, date uncertain; instructed at Aylmer, Ontario. Promoted Flying Officer, 30 March 1942. Promoted Flight Lieutenant, 1 July 1942. To No.1 GRS on 14 May 1943. To No.145 (BR) Squadron, 6 December 1943. Promoted Squadron Leader, 1 March 1944. Remained in postwar RCAF, reverting to Flight Lieutenant, 1 October 1946. Promoted Squadron Leader, 1 January 1949; awarded Queen's Coronation Medal, October 1953, when he was a Wing Commander at Trenton. Also in No.1 Air Division, 1956-1959. Photo PL-128365 is a portrait taken at St. Hubert, 1960.

This officer has completed many operational sorties in the North Atlantic area. He has carried these out with determination and skill of the highest order. As a flight commander he has proved efficient and inspiring and he has set an example to those under him which is deserving of the highest praise.

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McLEOD, F/O Harold Willard (J85327) - **Mention in Despatches** - No.412 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946.. Born 2 November 1918. Home in Thorold, Ontario; enlisted Charlottetown, 12 June 1941. Granted Leave Without Pay until 27 June 1941 when posted to No.4A Manning Depot. To No.8 SFTS (guard duty), 8 August 1941. To No.3 ITS, 9 October 1941; posted elsewhere, 3 January 1942; to No.5 ITS, 28 February 1942; graduated and promoted LAC, 1 April 1942); to No.13 EFTS, 18 July 1942 (the gap between ITS and EFTS is unexplained); to To 2 SFTS, 26 September 1942; graduated and promoted Sergeant, 22 January 1943. To "Y" Depot, 5 February 1943. To RAF overseas, 5 March 1943. Commissioned 29 February 1944. Promoted Flying Officer, 29 August 1944. Repatriated to Canada, 23 July 1945. To Moncton, 3 August 1945. To "Y" Depot, 14 October 1945. To United Kingdom, 22 November 1945. Repatriated 12 March 1946. To Composite Training School, 17 March 1946. To Release Centre, 11 July 1946. Retired 16 July 1946. Died 25 August 1972 in Springbrook, Prince Edward Island, . NOTE: Do not confuse with S/L H.W. McLeod, DSO, DFC. Certificate sent to him at French River, Prince Edward Island, 10 August 1948. Unit not given in AFRO which gives only "Overseas". Destroyed one FW.190 on 25 September 1944 plus one Bf.109 destroyed (and one probable) on 25 February 1945. See **The RCAF Overseas: The Sixth Year**, pp.184 and 248. RCAF Press Release No. 337 dated 12 July 1945 from one "MacPherson" read as follows:

THE RCAF AT REPATRIATION DEPOT – TORQUAY: --- A member of the highest-scoring Spitfire squadron with the Second Tactical Air Force and himself a distinguished air fighter, Flying Officer Harold W. McLeod, 26, is now at an RCAF Repatriation Depot on the first stage of his journey home to French River, P.E.I.

McLeod lists a total of three enemy aircraft destroyed, 42 vehicles destroyed and damaged, 11 trains destroyed and damaged and one German tank destroyed during his tour of 200 operational flying hours, constituting 140 sorties, with the RCAF Falcon Squadron.

First success came for McLeod when he and eleven other members of the Falcon Squadron were jumped by 150 enemy fighters at Arnhem on September 25, 1944.

McLeod singled out his prey and chased the German in and out of clouds into the heavily defended Ruhr area.

But before he could get away, McLeod's aircraft was seriously damaged by the intense anti-aircraft fire which poured up at him from the ground defences.

He hugged the deck as he headed for home, only to run into two Focke-Wulf 190s. Despite the serious condition of his aircraft, McLeod turned on one of the two enemy aircraft and shot it from the sky. He took after the second German, but the smashed Spitfire could go no farther and McLeod set it down beside a wood to find himself in the midst of English soldiers and completely surrounded by enemy troops.

For the next five days, McLeod and the soldiers were cut off from their companions and food and supplies were parachuted down to them until they could be rescued from the trap.

On February 25, 1945, McLeod and three companions were "bounced" by 15 Me 109s. The young French River pilot shot down two in quick succession and was after his third when his guns refused to function.

The German tank was a stroke of luck for McLeod. He broke through a layer of cloud to see what was on the ground below him and discovered the tank on a road near Munster on March 24, 1945.

Cannon and machineguns blazing, McLeod screamed down on the armored monster. He poured every round of ammunition he had into that tank and had the satisfaction of seeing it burst into flame and the crew members trying to struggle out of the inferno.

But McLeod was lucky, too. He was never shot up in an encounter with enemy fighters and on one occasion, a 20 mm. anti-aircraft shell hit his belly tank and exploded it without damaging the Spitfire.

McLeod was an auto salesman before he joined the RCAF in June, 1941, and he landed in England 72 hours after the landing on the Normandy beaches.

Before he moved to the continent to join the Falcon squadron, McLeod served with an RAF unit escorting bombers in attacks on V1 launching sites and on fighter sweeps.

During his last few months in Britain, he was instructing more youthful sky fighters.

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McLEOD, F/L Henry Wallace (J4912) - **Distinguished Flying Cross** - No.1435 Flight - Award effective 3 October 1942 as per **London Gazette** dated 13 October 1942 and AFRO 1690/42 dated 23 October 1942. Born 17 December 1915 in Regina. Educated in Estevan, 1928-1931, and in Regina thereafter. He obtained a teaching certificate in 1934. Taught in 1934-35 but resigned to attend Business School. He was a salesman (1936-37), accountant (1937) and motion picture projectionist (1937-1940. Formerly in 5th Saskatchewan Regiment (1928-1931, Signalling Corporal) and Regina Rifle Regiment, (1931-1934, Signalling Sergeant). Enlisted in Regina, 2 September 1940. To No.4 SFTS (guard), 23 September 1940. To No.2 ITS, 28 October 1940; graduated and promoted LAC, 27 November 1940; posted next day to No.6 EFTS; graduated 14 January 1941 when posted to No.1 SFTS; graduated and commissioned 1 April 1941. To Debert, Nova Scotia, 15 April 1941. Embarked for overseas, 8 May 1941. Arrived in UK, 9 May 1941. To No.57 OTU, 9 June 1941. Subsequently in No.132 Squadron (21 July to 28 August 1941), No.485 Squadron (28 August to 2 December 1941), No.602 Squadron (2-23 December 1941), No.411 Squadron (23 December 1941 to 5 May 1942; promoted Flying Officer with effect from 1 April 1942). Posted to Malta, flying with No.603 Squadron (3 June 1942 to 23 July 1942; promoted Flight Lieutenant, 27 August 1942) and No.1435 Squadron (23 July until 26 October 1942). To UK, 27 October 1942 and to Canada, 20 December 1942. Instructed at No.1 OTU, Bagotville, 11 March 1943 to 12 January 1944. Promoted Squadron Leader, 12 January 1944 and given command of No.127 Squadron. To "Y" Depot, 13 January 1944. Embarked from Halifax, 20 January 1944; disembarked UK, 31 January 1944; to No.144 Airfield, 12 February 1944; to No.443 Squadron, 13 February 1944. Killed in action on 27 September 1944 (Spitfire NH245). Medals held by Canadian War Museum (AN 19801205-001). For additional details see H.A. Halliday, **The Tumbling Sky**.

In September 1942, this officer participated in an engagement against at least 20 Messerschmitt 109s. Despite the odds, Flight Lieutenant McLeod so skilfully led

his section during the combat that the enemy force was completely broken up. This officer has always displayed greatest determination to engage the enemy and has destroyed at least five and damaged a number of other hostile aircraft. His leadership has been most inspiring.

McLEOD, F/L Henry Wallace (J4912) - **Bar to Distinguished Flying Cross** - No.1435 Flight - Award effective 22 October 1942 as per **London Gazette** dated 3 November 1942 and AFRO 1962/42 dated 4 December 1942.

One day in October 1942, this officer took part in an attack on a formation of six Junkers 88 and shot two of them down. Although his aircraft was damaged in the combat, he led his section in an attack on another formation of nine enemy bombers. Afterwards, he skilfully flew his damaged aircraft to base. During a period of five days Flight Lieutenant McLeod destroyed five enemy aircraft in the defence of Malta. A gallant fighter, this officer has destroyed twelve and damaged many more enemy aircraft.

McLEOD, S/L Henry Wallace, DFC (J4912) - **Distinguished Service Order** - No.443 Squadron - Award effective 5 September 1944 as per **London Gazette** of that date and AFRO 2373/44 dated 3 November 1944.

This officer continues to display the highest standard of courage and resolution in air operations. He is an exceptional leader and a relentless fighter whose achievements are worthy of the highest praise. He has destroyed seventeen enemy aircraft.

NOTE: Public Record Office Air 2/9158 has recommendation raised about 20 June 1944, noting he had flown a total of 217 sorties (290 operational hours) and had flown 56 sorties (90 hours) since his previous award.

Squadron Leader McLeod was awarded the Distinguished Flying Cross and Bar for outstanding fighting and leadership in Malta. Since the latter award in October 1942, he has destroyed a further seven and damaged four enemy aircraft, bringing his total to seventeen enemy aircraft destroyed.

Since joining the Wing he has proved himself to be a superb fighter pilot and an exceptional leader whose achievements are a brilliant example to all his pilots.

On 20 June 1944 this was minuted by G/C W.R. McBrian:

This squadron commander has been an example to all in aggressiveness and his ability to destroy the enemy. Since commencing this tour he has taken part in dive bombing and strafing in addition to normal fighter work. The success with

which he has accomplished this is demonstrated by the fact that since his last award he has destroyed a further seven enemy aircraft. I strongly recommend the award of the Distinguished Service Order to this officer.

On 5 July 1944 an Air Vice-Marshal (name illegible) added:

Squadron Leader McLeod has given magnificent service as a fighter pilot and I strongly recommend him for the non-immediate award of the DSO.

This was annotated on 12 July 1944 by Air Marshal Coningham, "Strongly recommended."

This was approved by Air Chief Marshal Leigh-Mallory on 24 July 1944 who simply wrote, "Approved - T.L.L."

Further Note: When recommended for the DSO he was reported to have flown 900 hours (290 of them operational) and to have flown 217 sorties. Of these, 56 had been flown since the award of the Bar to the DFC. He was noted as having destroyed 17 enemy aircraft, probably destroyed three and damaged thirteen.

At 0005 hours on 3 April 1942, while with No.411 Squadron, he made a heavy landing on Spitfire BL980 and the starboard oleo leg collapsed. He admitted his own error, and the Commanding Officer of Station Digby was lenient, noting that McLeod had only two and one-half hours night flying with Spitfires. He was nevertheless paraded and warned about the hazards of coming in too low at night.

In applying for operational wings, 15 January 1944, he gave his operational time with various units as follows: No.132 Squadron, four hours 25 minutes (1 July to 28 August 1941), with No.485 Squadron, 41 hours 30 minutes (28 August to 1 December 1941); with No.602 Squadron, 42 hours 30 minutes (1 December 1941 to 24 December 1941); with No.411 Squadron, 109 hours 50 minutes (24 December 1941 to 9 May 1942); with No.603 Squadron, 145 hours 30 minutes (9 May to 23 July 1942); with No.1435 Squadron, 208 hours 30 minutes (23 July to 23 September 1942). He stated he had flown 171 sorties in all.

These figures do not agree with other documents. A medical report prepared 26 February 1943 stated:

This officer completed 208 operational hours in the United Kingdom and Malta. At the conclusion of this time he was beginning to show signs of fatigue, was tired, irritable, and his flying was becoming a little seedy. He was posted back to England 25 October 1942 and after five weeks convalescent leave was attached to Air Staff for field liaison duties. In December 1942 he was repatriated with a recommendation for a period of sick leave and instructional duty before returning to operational flying. Upon return to Canada he went on eight weeks leave

during which time he suffered from an attack of Furunculosis. At present he feels perfectly fit and is keen to get back to work.

Assessments were telling. The Principal of Balfour Technical School wrote that he was “a young man of excellent intelligence, ability and personality” and added, “He possesses unusual powers of leadership and come naturally into the first line of any assembly of young men.” Training in Canada he was described as a good pupil but inclined to be talkative and over-confident.

On 24 May 1943, W/C E.M. Reyno (No.1 OTU) wrote of him:

An excellent fighter pilot. Recommended for temporary rank. Needed checking when he first arrived at this unit but has developed satisfactorily and is now doing a good job.

However, the Officer Commanding, Station Bagotville, G/C V.S. Parker, noted, “Paraded and warned on two occasions regarding his conduct.”

On 23 August 1943, S/L A.M. Cameron, a staff officer in Eastern Air Command, wrote:

The subject noted officer has been serving in this Command since March 1943, as an Instructor at No.1 OTU, Bagotville, but has not proven a success in this capacity.

Because of his seniority and experience he was given charge of a Flight on posting, but his temperament not proving suitable for this position, he was relieved and placed as second in command of the Air Firing Squadron.

During this short period his attitude was already having an adverse effect on the operation of the unit and this coupled with excessive drinking led to the first of a series of parades before his Commanding Officer, culminating in five appearances during the last two months. As a climax, while drinking, he was the instigator of a disorder in the mess necessitating severe disciplinary action against both instructors and trainees.

For these reasons it is obvious that F/L McLeod's presence in a training unit is not in the best interests of the service, although he was given every chance to mend his conduct, because of his operational record.

As this officer is medically fit, it is very strongly recommended that overseas posting action be taken for the above noted reasons and also because he wishes to return to active operations.

On 23 September 1943, W/C H.B. Wood (AFHQ) responded to the above as follows:

Your referenced letter on the above officer has been given careful consideration and the officer concerned has been interviewed at this Headquarters.

Reports received at this Headquarters indicate that his value as an instructor has been very high, and his deficiencies in department have been pointed out to him in the interview mentioned above.

It is considered highly desirable that this officer demonstrate his ability to set an example to the pupils in department and that his reposting overseas recommended by you should be deferred for a period of two months, until this has been demonstrated. At that time, upon a request from him for such a posting, and a satisfactory report from his Unit, steps will be taken to ensure his reporting to operations overseas, December 1st, 1943.

On 15 November 1943 he respectfully requested an overseas posting. On 1 December 1943, W/C Reyno again wrote a favourable report which concluded, "This officer would make an excellent fighter squadron commander". G/C V.S. Parker concurred.

On 21 December 1943, S/L F.B. Foster, No.1 OTU, recommended him for a Commendation. By then he had flown 755 hours (58 in previous six months) including 98 hours as instructor (58 in past six months) and also had 208 operational hours (145 sorties). The submission stated:

This officer has been employed here for eight months as Officer Commanding Air Firing Flight. Through his ability and excellent methods of instruction, the standard of air-to-air firing results of all graduates has improved by at least 50 percent.

On 12 September 1944, W/C J.E. Johnson wrote of him:

Squadron Leader McLeod is an excellent leader and, in my opinion, is one of the outstanding fighter pilots produced in this war. Upon the completion of this tour I recommend that his ability in this sphere be employed in some form of air-fighting training.

A report on his loss stated:

On 27th September, S/L McLeod was leading a section of six aircraft of this squadron on high patrol over front lines from Nijmegen to Venlo. Five other aircraft of the squadron with W/C Johnson leading the section made up the rest of the patrolling unit. At approximately 1300 hours nine Me.109s were sighted at 6,000 feet over the German town of Rees and the Wing Commander led the bounce from 2,000 feet above. Immediately on making contact with the enemy

S/L McLeod was seen to single out one Me.109 and give chase. His No.2 man , J27378 F/O L. B. Foster was unable to get rid of his jet tank and began to fall behind rapidly. He reported this act to the CO and was told to keep trying. The attempt to jettison was unsuccessful and he last reports seeing S/L McLeod going into cloud hard after the enemy aircraft. Nothing further was heard over the R/T from the Squadron Leader nor was he seen again. He has therefore been reported “missing - particulars unknown”.

W/C J.O. Johnson, writing to McLeod’s father on 4 October, repeated much of the above, saying, “He was last seen going all out after an enemy fighter in his usual aggressive manner, the two aircraft disappearing into cloud.”

MREU officials located remains of the Spitfire in September 1949 and were able to identify McLeod by such items as an engraved cigarette lighter and his name on a part of the seat associated with parachute harness. German reports stated that this particular aircraft had been shot down while dogfighting German aircraft. His body was removed to Rheinberg British Military Cemetery.

The following article appeared in the Montreal **Standard** of 5 December 1942 under the title “Spitfire Ace of the RCAF”:

Who is highest scoring Spitfire pilot in the Royal Canadian Air Force ?

Few Canadians could give a quick answer to that query, for little prominence has hitherto been given the feats of Flight Lieutenant Henry Wallace McLeod, DFC and Bar, a lean six-footer who hails from Regina. He is officially credited with the distinction of top RCAF fighter ace.

Flight Lieutenant McLeod destroyed 13 enemy aircraft, plus many probable and damaged, won his decorations and two promotions in 18 action-crammed weeks over the fortress island of Malta. In one five-day period he shot down six aircraft. Twice he was brought down himself, five times shot up and damaged. The blue-eyed, sandy-haired unassuming Saskatchewan ace has just arrived back in England for a rest from operations. Judging from his record, he has certainly earned it. He came back to Britain weighing 147 pounds fully dressed. When he entered the RCAF he had tipped the scales at 169 pounds.

Malta is called “the Spitfire pilot’s Happy Hunting Ground” by McLeod. “If he has a reasonable amount of ability and enough operational experience, Malta is the place for him.” It was at Malta that P/O George Beurling of Verdun, Quebec, who serves with the Royal Air Force, ran up his string of victories to 29. McLeod laments that he hasn’t Beurling’s “shooting eye” or he is sure he would have definitely destroyed some of those “probables” and “damaged” on his list.

No Flying Fool

Wallace McLeod is not the “flying fool” type of airman. “He tempers daring with caution, and is never given to over-confidence,” a friend of his wrote on one occasion to McLeod’s parents.

His modesty has been demonstrated for he twice refused his flight lieutenancy because he felt that he lacked sufficient experience for the job. Not until he went to Malta did he finally accept the promotion.

Through and through, he is a gallant warrior of the clouds. Once, after he had knocked down a Nazi plane, he circled the spot and threw out his own rubber dinghy to the German pilot. The German was saved from the sea but died later in a British hospital in Malta.

On another occasion he went to visit a Nazi whom he had shot down, only to find that he had died in hospital. “I’ll have to be more careful not to hit the pilot in a vulnerable spot in future,” he wrote to his parents in Regina. Wallace McLeod apparently has no desire to kill Huns but his record shows he is not backward about hunting out German planes and knocking them out of the sky.

The events in the life of Wallace McLeod before the war give an insight in the type of man who today ranks as the ace of the Royal Canadian Air Force.

He was born in Regina, December 17, 1915. His father, J. Arch McLeod, now superannuated from service with the Saskatchewan government, was teaching temporarily in the normal school in Regina that winter and had moved into the city from Estevan,, a town in the southeast corner of the province. When the temporary work was done, Mr. and Mrs. McLeod and their young son returned to Estevan. There, Wallace received his public school education and grade nine high school. He completed his high school education when Mr. McLeod was transferred permanently to Regina as a high school inspector.

School was something that Wallace McLeod never liked. He bucked it from beginning to the end. He never studied, except when examination time came around. Nevertheless he was clever. He had ability, was quick to learn and learned easily. This was shown in the fact that he never missed a grade.

In school, he was quite an all round chap. He was not an outstanding athlete but he was as good or a shade better than the average at boxing, running, swimming, hockey, rugby. He never went after making a name for himself but was content to

pull his full weight on the team and leave the glory to those who sought it. This trait has shown itself in the part he has played in the war in the air.

Wallace, in his school days and afterwards, could always take care of himself. He showed early, keen and quick powers of observation. He was clever with his hands, quick and accurate when working at painstaking jobs.

Tear as Teacher

When he finished high school in Regina, he attended normal school and then taught for a year at a school near the town of Oxbow in Saskatchewan, in 1934-35. If Wallace ever thinks about it, he must smile to himself over that paradox. Here was a chap who had demonstrated all through his school years an aversion to study - yet here he was actually teaching school.

But it didn't last. He came back to Regina and again went to school, this time to take a course in Commercial High School in Regina.

To explain this business of going back to school twice after finishing high school - it should be remembered that when Wallace graduated from school, Saskatchewan had a bad case of the "miserics." Those were depression years of the worst kind for the prairie province and the world's ills which were reflected in Saskatchewan were augmented by repeated years of crop failures. So there were few jobs if any for a boy out of high school could find. Wallace prepared himself for teaching and when he didn't like that he went back to school to prepare himself for business.

His schooling eventually finished, he took three different jobs in Regina but all of them were at starvation wages - each a little worse than the one before. Finally he got a job with a film company in Regina and after working there a short time he got an idea.

He would get a motion picture projector, arrange for pictures and go about the province showing motion pictures in small towns. It was an idea that required capital. He got an acquaintance to go in with him and after some scouting found financial backing and started out.

They did fairly well - after a fashion. They built up a good circuit of towns in southeastern Saskatchewan and the western part of Manitoba and showed some of Hollywood's best productions in town halls and such other buildings as they could find. The receipts grosse well but expenses were high too - mostly because of the amount of traveling they had to do. There as not enough in it for two, so

Wallace McLeod bought out his partner and continued the circuit alone for the next four years.

Then came the war. Wallace McLeod put in his application right away with the air force. Volunteers came faster than the air force could handle them. Those who were in the city and close to the recruiting stations could push their cases personally. Wallace was out of town most of the time and he had a long wait before he got in. Eventually, on Labor Day 1940, he was signed up.

After a few preliminary questions by the examining officers, he was selected to be a pilot. He took training at No.2 ITS at Regina, and his EFTS and SFTS at Prince Albert and Camp Borden. Immediately upon graduation, he was recommended for a pilot officer's commission. He had graded high in all his tests.

45 Sweeps

Early in May 1941 he went to England and during his stay there participated in 45 sweeps over enemy occupied territory. On June 5 this year he reached Malta, the hot spot of the Mediterranean.

His first "destroyed" was an Italian Macchi 202 which, McLeod insists, "went into the drink from sheer fright."

"The Eye-ties," he says, always go in for weird and wonderful aerobatics, which is about the best thing they do. This chap was hit by my fire, but I don't think he was out of control. He just appeared to panic, and hit the sea in a steep spiral dive."

His second destroyed was a Me.109 that he hit just behind the fuselage, so that the petrol tank exploded and blew the kite to pieces in front of McLeod's propellor. Bits of wreckage spattered the British machine.

The first time McLeod had the tables reversed and was shot down himself, was when his Spitfire was hit in the oil cooler by a Reggiani 2001, and he had to crash-land. The second time was when 25 Ju.88s came in over the island just at dusk, against the setting sun, and McLeod led a section of four Spits in attack. The Regina pilot himself shot down two, and the rest of the fighters shared three more destroyed and others damaged.

"One of their tail gunners hit my engine," he remembers, "but I managed to flog the old motor long enough to shoot down another of them before I landed. Then, just to put the lid on the experience, I found that the airdrome was under a bombing attack as I was coming in."

The scrap which gave McLeod the greatest satisfaction, he says, was when eight Spitfires took on more than 70 attacking enemy machines at the height of the recent sustained blitz on Malta. The Canadian's mainplane was holed and his flaps blown off, but with the last burst of ammunition and one still-firing cannon he accounted for one of the attackers.

McLeod's total Malta score when there stood at thirteen destroyed (seven Me.109s, three Ju.88s and three Macchi 202s, many others probably destroyed and damaged). He was recommended for his first award after he had destroyed his first five opponents, his bar after about six more.

Chivalry Shown

One of his letters to his father describing an incident at Malta shows the kind of fighter Wallace McLeod is. He sent with the letter a clipping from the **Malta Times** which said,

“During Friday afternoon's engagement one of our fighter pilots performed an act of chivalry which was in marked contrast with the enemy's habit of machine gunning defenceless airmen.

“ This pilot saw a German fighter aircraft shot down and the enemy pilot baled out over the sea. Our own pilot threw his rubber dinghy out of his cockpit and when it hit the sea, the badly wounded German airman was able to clamber aboard and was saved by a RAF high speed launch but subsequently died of his wounds.

“In making the gesture, the British knew that he was throwing away his chance of survival in the event of being shot down himself.”

On the clipping, Wallace commented, “I'm enclosing a clipping from the Malta Times regarding yours truly. It's a bit of a line as they say over here, but knowing what parents are, thought you would like to see it. What they omitted to mention was the fact that I was also the man who shot him down.”

When McLeod was transferred to Malta he was not permitted to inform any of his relatives that he was going. But to allay any anxiety that his parents might have when letters failed to arrive, he had a fellow airman in England write to his family.

The friend was Paris Eakins, who is now reported missing. He wrote to Mr. McLeod, “Wally wanted to go to Malta. I never met a better pilot. He is

exceptionally keen and is resourceful. He always tempers daring with caution and is always avoiding over-confidence”, wrote Eakins....

The paper mentioned that on 17 September 1942 he had shot down a German fighter and that the pilot had been captured and taken to a Malta hospital. In a letter to his parent he wrote, “I hope to go and see him”, but on learning that the pilot had died he wrote again about being more careful to avoid hitting enemy pilots.

RCAF Press Release No.936 dated 5 December 1942, transcribed by Huguette Oates, reads:

Two decorations, two promotions, thirteen enemy aircraft destroyed and many others probably destroyed or damaged – all in a little more than four months. Such is the achievement hung up in the gallant little George Cross Island of Malta by Flight Lieutenant Henry Wallace McLeod, D.F.C., and Bar, of Regina, Saskatchewan, the top-scoring Spitfire pilot of the RCAF, who has just arrived in England for a well-earned rest from operations.

Other things, too, McLeod has packed into those hectic eighteen weeks, such as being shot down twice, shot up and damaged five times, shooting down one German bomber when he had only one single cannon still firing in his battered Spitfire, and at the height of his Malta career shooting down six enemy aircraft in five days.

On the debit side of McLeod’s Malta ledger is 25 pounds of far-from-surplus weight which he left behind in the beleaguered island from his spare form. When he entered the Royal Canadian Air Force, he weighed 169 pounds stripped. When he arrived back from Malta this week, he tipped the scales at 147 – fully dressed. “But it was worth it all, and a lot more,” says the blue-eyed, sandy haired Westerner, whose parents Mr. and Mrs. J. Archibald McLeod, reside at 2311 Garnet Street, Regina. “Malta is what I would call ‘the Spitfire pilot’s Happy Hunting Ground’.” If he has a reasonable amount of ability, and enough operational experience, Malta is the place for him.”

McLeod became an AC2 in the RCAF at Regina September of 1940, got his wings and commission at Camp Borden in 1941, and in Britain served in succession in four squadrons – an RAF squadron, a New Zealand squadron, the City of Glasgow Squadron, and finally an RCAF unit commanded by Squadron Leader Robert Newton, DFC, an Englishman. With those, he built up a “log” of about 45 sweeps, and acquired the operational experience and background that stood him in such good stead in the months that followed. For in May of this year, McLeod, still a Pilot Officer, was selected to go to Malta with other reinforcements for the island’s hard-working Spitfire men. He arrived keen and “on the bit”.

He hadn't long to wait. On the second day after he landed, as a member of the City of Edinburgh Squadron of the RAF, McLeod, flying as No.2 to Squadron Leader Lord Douglas Hamilton, took part in an attack on a large formation of trimotored Italian Cant 1007 bombers. The titled CO and McLeod combined to damage one of the big bombers. But in the meantime, an Italian fighter, a Reggiani 1001 opened up on the Canadian who at first thought his attacker was another Spitfire, and holed his fuselage and almost blew his tailplane off. A little later, McLeod was posted to another newly-formed Malta Spit squadron, and in rapid course, became a Flying Officer and then a Flight Lieutenant and Flight Commander.

Almost always, McLeod recalls, their scraps were against great numerical odds. Usually most of us came through safely, while a lot of the Huns or 'Eye-ties' didn't," he says. His first "destroyed" was an Italian Macchi which, McLeod insists, "went into the drink from sheer fright". "The Eye-ties", he says, "always go in for weird and wonderful aerobatics, which is about the best thing they do. This chap was hit by my fire, but I don't think he was out of control. He just appeared to panic, and hit the sea in a steep spiral dive."

His second destroyed was a Me109 that he hit just behind the fuselage, so that the petrol tank exploded and blew the kite to pieces right in front of McLeod's aircrew. Bits of the wreckage spattered the British machine. "The pilot was thrown clear," he recalls, "and his 'chute opened. After he hit the water, I circled him and he waved to me, apparently quite cheerfully. So I dropped my dinghy for him to show that I had no hard feelings either. He didn't make any attempt to climb into the rubber dinghy, but one of our rescue launches came out and picked him up and the reason became apparent. For he had a cannon shell through his chest, and he died in the launch."

The first time McLeod had the tables reversed and was shot down himself, was when his Spit was hit in the oil-cooler by a Reggiano 1001, and he had to crash-land. The second time was when 25 Ju88's came over the island just at dusk, against the setting sun, and McLeod led a section of four Spits in attack. The Regina pilot himself shot down two, and the rest of the fighters shared three more destroyed and others damaged. "One of their tail-gunners hit my engine," he remembers, "but I managed to flog the old motor long enough to shoot down another of them before I landed. Then, just to put the lid on the experience, I found that the airdrome was under a bombing attack as I was coming in."

The scrap which gave McLeod the greatest satisfaction, he says, was when eight Spits took on more than 70 attacking enemy machines at the height of the recent sustained blitz on Malta. The Canadian's main-plane was holed and his flaps

blown off, but with the last burst of ammunition from his one still-firing cannon, he accounted for one of the attackers.

McLeod's total Malta score, when he left, stood at thirteen destroyed (seven 109's, three Ju88's and three Macchi 202's) and many others probably destroyed, or damaged. He was recommended for his DFC after he had destroyed his first five, and for his bar, after about six more. He laments that he hasn't Screwball Beurling's "shooting-eye", or he's sure he would have definitely destroyed at least most of his "probables" and "damaged". Beurling, whose score of 29 enemy aircraft destroyed tops McLeod's mark, is a Canadian in the RAF. Finally, McLeod celebrated his last half-hour in the air over Malta the day before he was to leave for England, by knocking down his thirteenth enemy machine. And then he left, ready for a rest but hoping to return another day.

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McLEOD, WO2 (now P/O) James Ronald (R88359/J89683) - **Distinguished Conduct Medal** - No.416 Squadron - Award effective 12 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born in Springhill, Nova Scotia, 27 September 1914. Attended St. Anne's Public and High Schools and Nova Scotia Technical. Home in Guysborough, Nova Scotia. Worked on surveys for two years; salesman and sales manager (Robert Simpson Company) for eight years. Enlisted in Halifax, 30 April 1941 and posted to No.4A Manning Depot, St. Hubert. To No.1 WS, Montreal, 7 June 1941. To No.3 ITS, Victoriaville, 28 July 1941; graduated and promoted LAC, 12 September 1941; posted next day to No.17 EFTS, Stanley, Nova Scotia; graduated 7 November 1941 and posted to No.8 SFTS; graduated and promoted Sergeant, 27 February 1942. To "Y" Depot, Halifax, 1 March 1942. Embarked for Britain, 20 March 1942. Taken on strength of No.3 PRC, Bournemouth, 29 March 1942. To No.5 (Pilots) AFU, Turnbull, 2 June 1942. To No.53 OTU, 30 June 1942. Promoted Flight Sergeant, 27 August 1942; to No.416 Squadron, 22 September 1942. Missing in action (POW), 23 January 1943, after being hit by anti-aircraft fire. Promoted WO2 with effect from 27 February 1943; promoted WO1, 27 August 1943. Reported safe in Switzerland, 4 May 1944. Safe in UK, 5 September 1944. To Repatriation Depot, 20 September 1944. Commissioned 23 September 1944. Repatriated via Rockcliffe, 9 October 1944. To Composite Training School, Trenton, 26 November 1944. To No.1 Training Command Headquarters, Toronto, 28 December 1944. To Flight Engineer School, Aylmer, 8 January 1945. To No.4 Release Centre, Toronto, 23 February 1945. Retired 7 March 1945. Although the award was gazetted 12 June 1945, RCAF Headquarters had been advised of its approval as early as 12 April 1945. Died in Richmond, British Columbia, 28 February 1965 as per **The Legionary** of May 1965. The citation to this award was not released until 3 January 1957.

This airman was taken prisoner after his aircraft made a crash landing near Le Havre on 23 January 1943. He was imprisoned at Stalag VIII B at Lamsdorf. Early in April 1943 he and three others exchanged identities with four soldiers to

secure inclusion in a working party. On 23 October 1943 Warrant Officer MacLeod and his three companions got out of camp while the padre was in their compound. They went to a nearby airfield and boarded a Junkers 52 training aircraft. They were seen from the control tower, however, and recaptured. After fifteen days solitary confinement in Stalag VIII B they were tried by Court Martial and sentenced to two years penal servitude with hard labour. About ten days later Warrant Officer MacLeod changed identities with a soldier in order to go on a working party to the Sudetenland but on being checked out at the gate was recognized and sent back. In February 1944 Warrant Officer MacLeod and his companions were placed under guard for twenty-four hours a day. He tried to escape on 15 March 1944 but did not succeed. With an RAF Sergeant he got away on 23 April 1944 and both ran into some woods nearby. After crawling over a field for 400 yards the two escapees left their battle dress which they had worn as a protection over their civilian clothes and gained the main road. Acting on the instructions of the Escape Committee, they went to Mulhausen where they received information regarding a route to Switzerland. Ultimately dressed as farmers and carrying pitchforks both succeeded in crossing the Franco-Swiss border in April 1944.

Volume 1 of file 45-19-15A, "Prisoners of War - Escape of - Interrogations", National Archives of Canada, RG.24 Volume 5372 has an earlier draft which includes some added detail and also differs from above in some respects (for example, Ju.32 rather than Ju.52). It read:

McLeod was taken prisoner after crash landing near Le Havre on 23 January 1943 and was imprisoned at Stalag VIII B (Lamsdorf).

Early in April 1943 he and three others exchanged identities with four soldiers to secure inclusion in a working party. On 23 October 1943 MacLeod and his three companions got out of camp while the Padre was in their compound. They went to a nearby aerodrome and boarded a Junkers 32 training aircraft. Owing to a technical error, they were seen from the control tower and forced to surrender themselves. After fifteen days solitary confinement in Stalag VIII B they were tried and sentenced to two years penal servitude with hard labour.

About ten days later MacLeod changed identities with a soldier in order to go on a working party in Sudetenland but on being checked out at the gate was recognized and sent back.

At the beginning of February 1944 MacLeod and his companions were placed in the punishment compound of Stalag VIII B under guard for twenty-four hours a day. He again tried to escape on 15 March 1944 but was unsuccessful. McLeod and a RAF Flight Sergeant escaped from the punishment compound on 23 April 1944 ; the wire was cut while the attention of the guards was distracted by

Prisoners of War at the other end of the compound, and McLeod and his companion got through and ran into some woods near the camp. After crawling over a field for 400 yards they left their civilian clothes and gained the main road. Acting on the instructions of the Escape Committee, they went to Mulhausen where they stayed for two nights and received information regarding a route to Switzerland. They travelled by train to Hesingen and then walked to Feldbach. Dressed as farmers and carrying pitchforks, Neuman [sic] and his companion walked across the fields to Moos, and finally crossed the Franco-Swiss border on 28 April 1944.

Training and Operations:

Interviewed on 30 April 1941 by a F/L Harcourt-Vernon (?) who described him as "Good material. Should be successful. Dependable and keen. Has brother overseas as Sergeant gunner." This appears to have been Sergeant Gerald Francis McLeod or MacLeod, killed in action with No.107 Squadron, 11 October 1941.

Course at No.3 ITS was 8 August to 13 September 1941. Courses and marks as follows: Mathematics (78/100), Armament (64/100), Signals (70/100), Hygiene and sanitation (32/40), Drill (90/100), Law and Discipline (58/60). Placed 24th in a class of 155. "Very smart, neat and snappy. Determined. Very strong face. Fine appearance. Intelligent. Calm. Keen and alert. Decisive. Leadership ability."

Course at No.17 EFTS was 13 September to 7 November 1941. Flew Finch aircraft - 25.25 day dual, 28.10 day solo. Of this, 7.50 on instruments. Also spent 10.15 in Link. "Good steady student. Very quiet. Good appearance and discipline. Weak on navigation. Commission material." Courses and marks as follows: Airmanship (162/200), Airframes (84/100), Aero Engines (62/100), Signals, practical (55/100), Theory of Flight (68/100), Air Navigation (163/200), Armament, oral (100/200). Placed 18th in a course of 26.

Course at No.8 SFTS was 10 November 1941 to 27 February 1942. Flew Harvard aircraft (55.15 day dual, 52.25 day solo, 5.00 night dual, 11.00 night solo). Spent 28 hours on instruments and also logged 20 hours in Link. "Steady type pilot who displays good control. Judgement needs developing. His instrument flying is not good. Needs plenty of practice on let down, onto courses and climbs onto courses. Generally inclined to be too slow when under the hood." Ground courses and marks as follows: Airmanship and Maintenance (105/200), Armament, written (78/100), Armament, practical (70/100), Navigation and meteorology (68/150, wrote supplemental and scored 125/150), Signals, written (34/50 on first exam and 38/50 on supplemental), Signals, practical (90/100). Placed 38th in a class of 43. "Displayed above average qualities with regards to deportment, etc while at this school. Anxious to learn and impatient to go overseas. Pupil's choice - fighter."

Course at No.53 OTU was 30 June to 22 September 1942. Flew 1.55 dual (Master) and 72.20 (Master and Spitfire). Of this, one hour was instruments and 21.20 formation flying. Also logged 19.50 in Link. Fired 4.740 rounds air-to-air and 800 rounds air to ground. Graded average in all categories. "A steady type and can be relied upon to carry out what he is told to do."

Overseas he had an accident with No.416 Squadron, 4 December 1942, Spitfire BM292. Practice squadron formation flying. Airborne at 1600 hours. After 30 minutes he felt a shock in engine following by rough running, intense vibration and large quantities of oil coming out of engine housing, streaming over the wing and fuselage. This was followed by a cloud of white smoke from exhaust ports. At about 2,500 feet the engine packed up completely. He searched for a crash-landing site but terrain was rugged and hilly with small fields surrounded by trees and hedges. At 1,500 feet he trimmed the aircraft to fly straight ahead from buildings, then baled out. Aircraft went straight in and burned; he landed in same field as aircraft. He arranged for a guard to be put on the wreckage. Coolant leak was deemed reason. S/L Lloyd Chadburn wrote, "Yellow Four used good judgement in bailing out rather than attempting a forced landing in bad country which might have written himself off as well as the aircraft."

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McLEOD, FS (now P/O) Lorne Vaughan Petrie (R160574/J92202) - **Distinguished Flying Medal** - No.12 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 625/45 dated 13 April 1945. Born 20 August 1919 in Rossland, British Columbia; home in Lethbridge, Alberta; enlisted in Calgary, 21 March 1942. Posted to No.3 Manning Depot, 30 April 1942. To No.7 SFTS (non-flying duty), 22 June 1942. To No.4 ITS, 15 August 1942; posted on 21 November 1942 to No.3 WS; promoted LAC, 23 December 1942; to No.8 BGS, 6 February 1943; to Composite Training School, 26 February 1943; to No.3 BGS, 1 May 1943; graduated 24 July 1943 and posted that date to No.2 AOS; graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 17 September 1943. Taken on strength of No.3 PRC, Bournemouth, 3 October 1943. Commissioned 3 October 1944. Repatriated 5 August 1945. Released 2 October 1945. Medal presented 14 June 1947. Photo PL-36298 is a portrait. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8831 has recommendation dated early November 1944 when he had flown 30 sorties (159 hours 40 minutes).

6 July 1944 - Foret du Croc
7 July 1944 - Caen
12 July 1944 - Tours
23 July 1944 - Kiel
25 July 1944 - Stuttgart
4 August 1944 - Pauillac
5 August 1944 - Blaye

7 August 1944 - Fontenay le Marmion
13 August 1944 - Falaise
15 August 1944 - Volkel
23 August 1944 - Russelsheim
29 August 1944 - Stettin
31 August 1944 - St.Ricquier
3 September 1944 - Eindhoven
5 September 1944 - Le Havre
8 September 1944 - Le Havre
10 September 1944 - Le Havre
12 September 1944 - Frankfurt
23 September 1944 - Neuss
26 September 1944 - Cap Gris Nez
4 October 1944 - GARDENING (Kattegat)
6 October 1944 - Texel
7 October 1944 - Emmerich
11 October 1944 - Frederik Hendrik
14 October 1944 - Duisburg
14 October 1944 - Duisburg
19 October 1944 - Stuttgart
23 October 1944 - Essen
25 October 1944 - Essen
29 October 1944 - Cologne

Flight Sergeant McLeod, a Canadian Air Bomber, has now completed thirty most successful operations against the enemy, including attacks on many major targets such as Kiel, Stuttgart, Russelsheim, Stettin, Frankfurt, Neuss, Duisburg, Essen, and Cologne. In addition he has bombed many small but vital tactical targets in France demanding the utmost accuracy and skill on the part of the bomb aimer.

He has proved himself more than equal to his task pressing home every attack with exceptional skill, which has only been equalled by his courage and devotion to duty. He has been very largely responsible for the repeated success achieved by his Captain and crew and has set a shining example to the rest of the squadron.

I have no hesitation in recommending that this Canadian Flight Sergeant's magnificent record be recognized by the award of the Distinguished Flying Medal.

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McLEOD, WO Roy Alexander (R50824) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 10 December 1943 and

AFRO 297/44 dated 11 February 1944. Born in Calgary, 24 March 1922; home there; enlisted there 28 March 1940 for General Duties and posted to "E". To No.2 ITS, 17 June 1940; promoted AC1, 28 June 1940; promoted LAC, 28 September 1940. Remustered for aircrew and posted to No.3 WS, 5 July 1941 (reverting to AC2 at that time); promoted LAC again, 7 August 1941; To No.8 BGS, 22 November 1941; graduated and promoted Sergeant, 5 January 1942). To "Y" Depot, 6 January 1942; to RAF overseas, 23 January 1942. Promoted Flight Sergeant, 5 July 1942; promoted WO2, 5 January 1943; promoted WO1, 5 July 1943; commissioned 3 April 1944 (J16043). Promoted Flying Officer, 5 October 1944. Repatriated to Canada, 10 July 1946; released 8 August 1946. Moved to UK after the war.

Warrant Officer McLeod has completed many successful operations against the enemy in which he has displayed high skill, fortitude and devotion to duty.

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McLEOD, F/L Wilfred Douglas (J29796) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 3 July 1919 in London, Ontario; home there (stock keeper). Formerly in Royal Canadian Artillery; enlisted in Ottawa, 29 July 1941 and posted to No.1 Manning Depot. To No.14 SFTS, 29 August 1941 (guard duty); to No.5 ITS, 27 October 1941; graduated and promoted LAC on 20 December 1941; posted that date to No.13 EFTS; graduated 14 March 1942 and posted to No.5 Manning Depot; to No.8 SFTS, 31 March 1942; graduated and promoted Sergeant, 17 July 1942; to Trenton, 15 August 1942; to No.6 SFTS, 3 October 1942; promoted Flight Sergeant, 1 March 1943; promoted WO2, 17 July 1943; subsequently commissioned with effect from 12 May 1943. To "Y" Depot, 2 August 1943. To RAF overseas, 29 August 1943. Promoted Flying Officer, 12 November 1943. Repatriated 7 June 1945. To No.1 Air Command, 20 June 1945. To No.1 WS, 31 July 1945. To No.4 Release Centre, 3 September 1945. Released 8 September 1945. Died at Strathroy, Ontario, 30 September 2013. Medal presented 29 May 1947. Posted to squadron 15 August 1944 from No.64 Base. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 17 May 1945 when he had flown 30 sorties (197 hours 40 minutes between 9 September 1944 and 13 April 1945).

This officer has completed a tour of operations against heavily defended targets in Germany such as Cologne, Hanover, Stuttgart, Essen and Hamburg. Flight Lieutenant McLeod at all times has maintained a spirit of eagerness and determination to attack the enemy although heavy opposition was encountered. This officer has displayed keenness on the ground towards the maintenance of the efficiency of his Flight and Squadron and his work has been a splendid example to all members of this squadron.

The sortie list was as follows:

18 August 1944 - Connantre (6.15)
9 September 1944 - Le Havre (4.00)
28 October 1944 - Cologne (6.15)
5 January 1945 - Hanover (6.00)
6 January 1945 - Hanau (6.50)
13 January 1945 - Saarbrucken (7.10)
14 January 1945 - Gravenbreck (6.20)
28 January 1945 - Stuttgart (7.40)
1 February 1945 - Mainz (6.55)
13 February 1945 - Bohlen (8.15)
17 February 1945 - Wesel (6.15)
20 February 1945 - Monheim (7.00)
21 February 1945 - Worms (6.35)
23 February 1945 - Essen (6.20)
24 February 1945 - Kamen (6.25)
27 February 1945 - Mainz (7.15)
2 March 1945 - Cologne (6.05)
5 March 1945 - Chemnitz (9.00)
7 March 1945 - Hammingstadt (5.55)
8 March 1945 - Hamburg (6.15)
11 March 1945 - Essen (6.00)
12 March 1945 - Dortmund (6.45)
13 March 1945 - Wuppertal (6.25)
15 March 1945 - Castrop-Rauxel (6.15)
31 March 1945 - Witten (6.55)
4 April 1945 - Hamburg (5.20)
7 April 1945 - Hamburg (6.00)
10 April 1945 - Leipzig (8.50)
13 April 1945 - Kiel (6.35)

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McLERNON, W/C Aubrey Roy (C1637) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 13 June 1944 as per **London Gazette** of that date and AFRO 1660/44 dated 4 August 1944. Born in Montreal, 19 November 1919 (birth date on MI.9 report); home there; enlisted there 29 January 1940. Educated at Lower Canada College, Trinity College and McGill University (engineering student). Enlisted 29 January 1940. Trained at No.1 SFTS (graduated 19 August 1940). At Station Trennton as of 31 July 1941. Attained rank of Flight Lieutenant, 15 December 1941. To "Y" Depot, 15 November 1942. To overseas, 10 December 1942. Further trained at No.22 OTU. Promoted Squadron Leader, 15 June 1943. Flight Commander in No.434 Squadron, 15 June 1943 to 23 August 1943; shot down as a Squadron Leader, 23 August

1943 to raid on Berlin (Halifax DK261); evaded via Sweden. Repatriated to Canada, 19 October 1943. To No.5 Manning Depot, 26 November 1943. Taken on strength of No.3 PRC, Bournemouth, 29 December 1943. Promoted Wing Commander, 4 April 1944. Repatriated again, 9 July 1945. To No.1 Air Command, 20 July 1945. To No.1 Instrument Flying School, 17 September 1945. To No.1 Air Command, 12 November 1945. Retired 20 May 1946. Died in Montreal, 23 March 1994; buried in Mont Royal Cemetery. Medal presented 8 November 1944. 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). RCAF photos PL-28043 (ex UK-8861) and PL-28044 (ex UK-8862), both dated 17 March 1944 show him as a Squadron Leader and Flight Commander. RCAF photo PL-31689 (ex UK-13567 dated 14 August 1944) taken while he was being invested with DFC by the King. RCAF photo PL-32375 shows him. RCAF photo PL-44647 (ex UK-22049 dated 12 June 1945) is captioned as follows: "The Lieutenant-Governor of British Columbia, Colonel William Woodward, has tea with G/C R.A. [sic] McLernon, DFC, Montreal, Quebec, officer commanding the Swordfish and Leaside squadrons of No.6 (RCAF) Bomber Group in Britain, during his visit to the Canadian Group."

This officer has taken part in many successful sorties and has displayed skill, gallantry and resolution of a high order. His example has been most inspiring and has contributed in a large measure to the operational efficiency of the squadron.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Volume 20600) has original recommendation raised by G/C J.L. Hurley (Tholthorpe), dated 13 May 1944 and stating he had flown twelve sorties (65 hours 90 minutes - must be a typo - 66 hours 30 minutes ?).

This officer was attacked and his aircraft shot down after successfully bombing Berlin on the night of 23/24 August 1944. Wing Commander McLernon and crew bailed out from their burning aircraft and landed in enemy occupied territory. In this operation Wing Commander McLernon displayed outstanding coolness. Despite exploding petrol tanks and the envelopment of the aircraft in flames, Wing Commander McLernon was able to hold his aircraft fairly level and bail out all members of his crew, thus safeguarding their lives in so far as it was possible in his power.

From a study of his MI.9 report, I consider that this officer displayed outstanding aggressive spirit and resourcefulness in making good his escape. His refusal to give himself up to the enemy and his persuasive methods undoubtedly made his escape possible.

Wing Commander McLernon was posted to 425 Squadron as a Flight Commander on the 15th January 1944 and shortly thereafter assumed the duties of acting Squadron Commander. He is now Squadron Commander. His energy, zeal and devotion to duty have always been apparent, and it is through his efforts that the squadron has reached a fine state of efficiency. Wing Commander McLernon has been successful in imbuing his crews with a strong aggressive spirit and determination to complete successfully all missions.

In addition to the excellent administrative organization which he has built up, he has also been able to engage in eight operations from the 24th February to the 8th May 1944 with outstanding success. His bombing, navigation and time keeping have been excellent.

In view of Wing Commander McLernon's outstanding record of leadership on the ground and in the air, I strongly recommend the immediate award of the Distinguished Flying Cross.

NOTE: Public Record Office WO 208/3315 has his MI.9 interrogation report. He had arrived back in Britain on 21 September 1943; interview conducted 22 September 1943. Report read:

Our aircraft took off from Tholthorpe (Yorkshire) about 2025 hours on 23 August 1943 to bomb Berlin. On the return flight we were attacked by a night fighter and show down. We baled out over the sea near the island of Mando (Denmark, 1:100,000, Sheet 42) about 0245 hours (24 August).

I came down in the sea about a mile west of the island in about a foot of water. After digging my parachute and harness in the sand I walked ashore. I reached the coast near a village in front of which were barbed wire entanglements and a machine gun. I skirted this village, which was near the south end of the island, and walked north and east till dawn, using the compass from my escape kit. On my way I avoided two villages on the coast.

At dawn (about 0600 hours) I hid in a ditch which was the only cover I could find in very open country. I remained in the ditch all day. During the day aeroplanes passed over at a height of about 50 feet. I thought they were searching for me, but discovered later that they were probably investigating two fishing boats lying just off the coast which I could not see from the ditch because of a high dike. I had lost my shoes when I baled out and had brought my Mae West and helmet with me in the hope of being able to cut them up and make myself some sort of shoes. In this I was not very successful. At night I left my Mae West and helmet in the ditch and began walking, and it was only when I reached a dike and looked over it that I discovered I was on an island. Shortly after this I found a hay stack, where I slept for the night.

Next morning (25 August) my ankles, which I had injured in landing, began to trouble me. Hearing voices, I climbed from the haystack and spoke to a Dane who turned out to be the foreman of a number of men working on a breastwork on the other side of the dike. He was on his way to work when I spoke to him, and he called six or seven of the workmen. They gave me food, shoes, an old pair of pants and a cap. I wore the pants and a sweater which I had with me, over my uniform. I learned from these helpers that the Germans were about seven miles away on the other side of the island.

I spent the forenoon sunbathing and swimming. The Danish workmen brought me food, including a hot meal and two bottles of beer. About midday they put me into one of the two fishing boats moored off the coast.

About 2000 hours the workmen returned. They were all very "windy", as apparently everyone in the village knew of my presence. They tried to persuade me to give myself up to the Germans, and when I refused one of them volunteered to take me to Esbjerg next day (26 August). This man kept his promise and took me to Esbjerg, where I was put in touch with an organisation which arranged the rest of my journey.

All the people who helped me on the island were farmers and fishermen. Before I left they gave me about 15 kroner in small sums and I gave them Dutch money from my escape purse in exchange.

McLERNON, G/C Aubrey Roy, DFC (C1637) - **Mention in Despatches** - East Moor - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945.

Note: Memo, 10 October 1941 in which G/C T.A. Lawrence (Station Trenton) recommends promotion of several officers including F/O R.A. McLernon.

This officer is a hard working and efficient instructor who obtains high average results from his pupils. Previous SFTS experience, knowledge of Flight Administration and capabilities as an officer merit the higher acting rank.

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McLURG, F/L John Ernest (J5211) - **Distinguished Flying Cross** - No.107 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. Born 26 February 1919 in Halifax; home in Montreal. Attended Roslyn Avenue School, Montreal, 1928-1931, Westmount High School, 1931-1937, and McGill University, 1937-1938 (Science). Clerk and salesman at various Montreal locations (Standard

Brands, Henry Morgan, Dominion Linoleum). Enlisted in Montreal 14 September 1940. To No.1 Manning Depot, Toronto, 15 September 1940. To Dartmouth, 8 October 1940. To No.1 ITS, 14 November 1940; graduated and promoted LAC, 22 December 1940; posted that date to No.13 EFTS; graduated 9 February 1941 and posted next day to No.9 SFTS; graduated 4 May 1941 and promoted Sergeant; commissioned 5 May 1941. To Trenton, 6 May 1941; to No.4 Training Command, 1 August 1941. Attached to No.31 EFTS, Calgary for duty, 1 August to 6 November 1941. Attachment at No.31 EFTS confirmed as posting as of 6 November 1941. To No.13 SFTS, St. Hubert, 27 January 1942. To Central Flying School, Trenton, 25 May 1942. Promoted Flying Officer, 1 July 1942. Promoted Flight Lieutenant, 5 December 1942. To No.1 Flying Instructor School, 15 April 1943. To Central Flying School, Trenton, 20 June 1943. To No.36 OTU, Greenwood, 29 October 1943. To "Y" Depot, Lachine, 15 January 1944. Embarked from Halifax, 20 January 1944. Disembarked in Britain, 31 January 1944 and taken on strength of No.3 PRC, Bournemouth. To No.13 OTU, 15 February 1944. To No.107 Squadron, 28 March 1944. Tour expired as of 10 November 1944 and posted to No.3 PRC. To Gatwick, 25 November 1944. To No.1 Aircraft Delivery Flight, Middle Wallop, 15 January 1945. To Odiham, 14 February 1945. To Andrews Field, 4 June 1945. Repatriated 2 August 1945. Released 13 September 1945. Applied unsuccessfully to join TCA as a pilot. Re-engaged at Trenton, 30 September 1946 with rank of Flight Lieutenant (service number 23182). To St. Hubert, 19 December 1946. To Central Flying School, Trenton, 30 March 1947; to Composite Training School, Toronto, 13 October 1947. Returned to Central Flying School, Trenton, 6 December 1947. To RCAF Unit, Canadian Joint Liaison Office, London, 22 May 1948. Attended Empire Flying School, Hullavington, 1 June to 21 December 1948. To Canada again, 22 December 1948. Taken on strength of Central Flying School, Trenton, 23 December 1948. Promoted Squadron Leader, 1 January 1949. Medal sent by registered mail 30 March 1949. Killed in flying accident, Auster VI aircraft (serial 16657), one mile north of Trenton, Ontario, 17 May 1949, with S/L H.G. Keillor, DSO, DFC while on familiarization flight. Aircraft crashed upside down in three feet of water; he appears to have been the pilot. A short report on his states, "The investigation of the subject accident has revealed that the cause was a defect in the aircraft and it has been established that neither of the occupants were in any way to blame for the crash."

This officer has participated in many day and night operational sorties against a variety of targets. On one occasion he attacked an oil train with excellent results. More recently, in September 1944, Flight Lieutenant McLurg led a formation of four aircraft in support of the airborne landings at Arnhem and despite ground opposition he pressed home a successful attack. He is a skilful pilot who has consistently displayed a fine fighting spirit, great keenness and devotion to duty.

Public Records Office Air 2/9033 has recommendation dated 24 October 1944 which adds much detail. He had then flown 50 sorties (141 hours five minutes).

Flight Lieutenant McLurg has carried out 50 sorties during his present tour of operations, including four daylight sorties.

He has always shown the greatest keenness to operate and when his navigator had to be screened after 43 sorties on medical grounds he flew the remainder of his tour with a new navigator who had not done any operations previously.

Flight Lieutenant McLurg has had some excellent results from his night sorties. On one occasion he attacked an oil train which exploded and a column of smoke approximately 1,500 feet high occurred after the attack. He also attacked numerous other trains, Mechanical Enemy Transport and barges with observed results. He could always be relied upon to find something to attack during his sorties, often despite very unfavourable weather conditions and ground opposition.

He has taken part in many successful daylight sorties including those on the chateau near Chatelleraut when he led the last box of five aircraft, the attack on the marshalling yards at Chalons-sur-Soane where he acted as No.2 to the leader and despite the fact that there was very accurate light flak from the marshalling yards he pressed home his attack and caused several explosions amongst the railway trucks with his cannon strikes. He also led a box of four aircraft on the barracks at Arnhem on the 17th September 1944 in support of the airborne landings and pressed home a successful attack despite ground opposition.

Flight Lieutenant McLurg possesses the offensive spirit to a high degree and in view of his excellent record during his operational tour I strongly recommend him for the award of the Distinguished Flying Cross.

Notes: Accident in Fleet Finch 4723, 21 June 1941 (no injury) while practicing forced landings with a pupil (AC2 C.W. Hunt); hit a fence post, "error in judgement."

Accident, 1 July 1941 at Potters Field (Trenton), in Fleet Finch 1013, with C1061, F/O B.A. Casey, neither injured. Instructional flight. "Pupil landed in forced landing field and aircraft turned on back." To this was added, "Pupil landed with brakes on."

Accident, 30 March 1942 - Harvard 3768, No.13 SFTS with a student, R117534 LAC L.G.R. Blair. No injuries. In the course of a low flying demonstration, pilot came down too low over low flying area and struck a tree with starboard wing, damaging leading edge. "Error of judgement on part of pilot, disciplinary action has been taken."

Accident, 26 March 1943 - Ground-looped a Kittyhawk on landing; aircraft written off..

Accident in 1943 - A note says that in a Harvard he "approached and landed on top of another aircraft" but there is also a notation, "No record in files."

Accident, 9 April 1944, Mosquito HJ824, 1745 hours on non-operational training flight, near Chivenor. He was accompanied by 153919 P/O H.W. Parkinson. Described as “fire in air - no fault”. He reported:

Flying low level formation on training flight a loss of power was noticed on starboard engine. Smoke also was observed. Throttle was closed and gas turned off to that engine. At this point power was lost on port engine also. Immediately switched to outer tanks which remedied this. Airspeed being very low (150) and being at very low altitude I didn't feather prop right away but used power available to clear a hill. Then carried out normal fire drill, feathering prop and switching off gas and switches and pressing Graviner button as fire was still burning.

Accident, 3 January 1945 - Spitfire, “taxied into a van.” This was MJ441, at Epinoy, France, 1318 hours at the conclusion of a delivery flight. After landing he was being led down the narrow perimeter track by a van which paused to direct him into a dispersal place. The driver had dismounted to run back. McLurg did not realize that the van had stopped until he was almost on it, applied brakes and swung Spitfire. The port wing hit the back of the cab and then the propeller went through the cab (which was empty). Blame was shared between pilot and driver.

Accident, 10 May 1945 - Spitfire - “serious over-heating on take-off - force landed on aerodrome. No Fault.” This involved Spitfire NH607 at Colerne. Of this he wrote:

I was detailed to fly Spitfire NH607 from Colerne to North Weald on 10.5.45. I carried out the normal run up to the edge of the runway. The coolant temperature gauge was stuck at 40 degrees but came up nicely to 90 degrees - 100 degrees when I tapped it. The entire proceeding were normal except for that. I used 4-lb boost for take off and had just become airborne when smoke started coming from the exhaust and could hardly maintain height at 120 IAS, even though boost and revs remained 4-lbs and 2,800 r.p.m.,. I carried out a forced landing on the aerodrome with no further damage to the aircraft.

The comment of authorities on this was as follows:

The pilot's report and the condition of the engine indicate serious over-heating due to lack of coolant. An inspection revealed that a coolant leak had developed due to the failure of the rubber hose connection securing the small vent pipe on the starboard side of the coolant system.

Accident, 14 May 1945 - Spitfire MJ783 - “nosed up on a run up.”. No.11 Group took a very dim view of this as the following memo of 10 July 1945 (Headquarters, No.11 Group to Sector Headquarters, North Weald) demonstrates:

This accident occurred prior to take off.

The pilot taxied out to take off for a delivery flight. Whilst waiting to take off, still facing down-wind, wind 19 mph, gusting 40 to 50 mph - the pilot was engaged in a final cockpit check when he felt the tail rising. He was unable to get the tail down before the propeller came in contact with the ground.

I consider this accident was the result of carelessness on the part of the pilot, who is sufficiently experienced to avoid an accident of this type.

I am directing that the pilot shall be "reproved" by his Sector Commander, and his log book endorsed in RED ink.

However, his log book was already en route to Canada.

Accident, 1944 - "Shot down a Mitchell - mistaken for enemy aircraft" but the same entry has a notation, "no record in files."

Declaration, date uncertain, while on strength of No.1 Aircraft Delivery Flight, stated that he had flown 50 sorties, all on twin-engined aircraft. He considered himself most proficient on Mosquito but also proficient on Spitfire, Hudson and other Lockheeds.

Declaration, 23 July 1945 confirmed number of sorties (50) with last sortie being on 10 September 1944 and total operational hours as 138 hours 25 minutes. Non-operational hours overseas were 344.05. Aircraft types and hours given as follows: Mosquito II, III, IV, VI, XII and XXX (302.40), Oxford, Domine, Anson (78.30), Mitchell, Boston, Wellington, Warwick, Beaufighter (10.55), Master, Martinet, Hurricane, Spitfire (43.50), Mustang, Typhoon, Tempest (24.35), Auster, Proctor, Tiger Moth, Magister, Walrus (23.00).

Training and Assessments:

At No.1 ITS he placed 23rd in a class of 154. Courses in Mathematics (98/100), Armament (83/100), Visual Link (95/100), Drill (85/100) and Law and Discipline (87/100). Described as "Good pilot material. Very good pilot material. Since and 'on the bit'. Above average.

At No.13 EFTS flew Fleet Finch (26.35 dual, 25.00 solo) and described by CFI as "Above average; very keen; officer material; good conduct; first class fighter pilot". Ground courses were Airmanship (161/200), Airframes (168/200), Aero Engines (190/200), Signals, practical (50/50), Theory of Flight (96/100), Air Navigation (157/200), and Armament (186/200 on oral exam). Placed 4th in a class of 31. F/L M.E. Ferguson wrote of him, "Conduct excellent; very capable student; shows good judgement; superior type, but not a snob."

Course at No.9 SFTS was on Harvards - 39.45 day dual, 42.15 day solo, 2.30 night dual, 7.30 night solo. Placed 2nd in a class of 23. Ground courses were Airmanship and Maintenance (157/200), Armament-W (75/100), Armament-P (87/100), Navigation and Meteorology (141/200), Signals-W (86/100), Signals-P (50/50).

Instructor Categorization Report dated 31 August 1941 by F/L J.G. Twist and a S/L J. Stephenson (?) noted that he had previously flown 84.45 hours single-engine solo and 68.40 hours single-engine dual (no time on duals at that point). Course at Trenton had lasted 16 June to 25 July 1941 involving 14.25 hours single-engine solo, 17.20 single-engine dual, 8.25 twin-engine solo and 9.05 twin-engine dual. Described by F/L R. Bannock as follows: "This student showed above average ability throughout his advanced course. Aerobatics on Harvard are average and instrument flying was above average." Ground training courses were Airframes (88 percent), Airmanship (89 percent), Engines (74 percent) and Air Navigation (75 percent).

Assessed 27 May 1942 by W/C A.W. Watts, No.13 SFTS - "Has done a good job of instructing on this station. Very young but with further experience will make a very good all round officer."

Instructor Categorization Report dated 10 October 1942, prepared by S/L Ingram and W/C F.C. Carling-Kelly of Central Flying School noted that he had flown 892.25 hours single-engine solo and 108 hours 50 minutes single-engine dual plus 203.10 twin-engine solo and 9.35 twin-engine dual. Instructional times at various units given as follows: No.31 EFTS (393.20), No.13 SFTS (213.55) and No.1 FIS (373.20). Assessed under following headings: Sequence ("Sound knowledge"), Voice ("Clear"), Manner ("Pleasant and Interesting"). Ability to Impart Knowledge ("Above average"), Ability as a Pilot ("Careful pilot, accurate and smooth"), Remarks ("Instrument flying very good." Awarded A.2 Category.

Assessed 13 August 1943 by W/C J.G. Twist, Central Flying School: "This officer is carrying out his work in a worth-while manner but is reaching the state where an overseas posting is needed to boost morale and service interest in his work. An above average officer in all respects. "

9 October 1943, comments by W/C J.G. Twist add to the above: "This officer has done a good job in training but his efficiency has been falling off during the last few months due to lagging interest in his work and the urge to get on operations overseas. With his experience and ability he should become a splendid operational pilot."

At No.36 OTU flew Mosquitos - 4.20 day dual and 31.30 day solo plus 1.10 night dual and 13 hours night captain. These figures included three hours 15 minutes on instruments. He also logged 12 hours 30 minutes in Link. No practical bombing or gunnery tests; seven cine gun practices (astern to 30 degrees) and graded "Above Average". Ground training courses and marks were Airmanship (95 percent), Navigation (90 percent), Signals (96 percent), Armament (87 percent), Aircraft Recognition (95 percent), Meteorology (76 percent), Intelligence (96 percent), Technical (90 percent) and Electrical (92 percent). Courses not taken were Tactics and

Photography. Described by Chief Ground Instructor (S/L W.J. Henney) as “Keen, excellent, all round. Good type). Described by Chief Instructor (W/C J.S. Hamilton) as “Competent and reliable. Flight Commander material.)

Training at No.13 OTU, course was 15 February to 28 March 1944. Flew one hour 25 minutes day dual before going solo (that was all the dual he got) and 37 hours 30 minutes day solo plus two hours 55 minutes night solo. He logged two hours 40 minutes in formation and one hour on instruments. Ground courses were Airmanship (243/300), Armament (158/300), Meteorology (65/100), Navigation (162/200) and Signals (67/100). Flying Tests in General Flying (250/400), Applied Flying (150/200), Instrument Flying (180.200), Night Flying (70/100) and Link (35/50). Described as “A good pilot who has done well on the course.”

It appears that before repatriation to Canada in 1945, it was suggested to him that he apply for a Test Pilot Course at Boscombe Down because of his wide experience on twin- and single-engine types. His Station Commander also suggested a course at the Empire Central Flying School - both stalled when he was returned to Canada.

Assessed 25 May 1947 by F/L G.H. Currie: “A competent instructor whose ability to impart knowledge is good. He is above average as a pilot.” To which the Testing Officer, S/L H.R. Studer, adds, “Ability and experience warrant the highest category.”

Assessed 7 October 1947 by W/C F.R. Sharp, Central Flying School: “An officer with a strong personality. Sometimes extreme in his views. More suitable for a Headquarters Staff position than an Adjutant position.”

Report on his course at Empire Central Flying School . The Course Commander (a Wing Commander, signature unreadable) wrote:

A reliable and keen officer who has played his full part in all aspects of the course. He has worked well and with considerable experience to back him has sensibly directed his “spare time” study along lines which will be most beneficial to him after leaving Empire Flying School.

His neat and orderly manner have helped him in producing very thorough written work and a good service paper. In open discussion he has generally been conspicuous more for his commendably balanced point of view than his ability as an orator.

With a natural ability well above the average and a wide flying experience, work in the air has been of a high standard and though classed as an above average pilot he is always eager to receive further instruction.

Group Captain C.G. Lott wrote a less enthusiastic appraisal:

I have the impression that this officer could have worked harder and given more to the course than was the case. He is very well informed, intelligent and able, but a little more effort and obvious enthusiasm would have helped him to graduate with more distinction. Even so, he is rated above the average.

Air Commodore E.D. Barnes wrote:

I agree. McLurg is a very experienced officer, quick and intelligent, with a strong personality and a very self-assured manner - possibly he is a little too self-assured. He has undoubted ability and plenty of determination. As stated by the Chief Instructor a little more effort would have gained him a much higher place.

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McMACKEN, WO George Richard (R116105, later J51499) - **Mention in Despatches** - No.162 (Bomber Reconnaissance) Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 5 February 1910 (birth date in obituary notice). Home in Winnipeg; enlisted in Fort William, Ontario, 22 July 1941. To No.2 Manning Depot, 17 August 1941. To No.12 SFTS (guard), 14 September 1941. To No.3 WS, 23 November 1941. Promoted LAC, 26 December 1941; to No.7 BGS, 4 July 1942; graduated and promoted Sergeant, 3 August 1942. To No.9 BGS, 7 September 1942; promoted Flight Sergeant, 3 February 1943; to Eastern Air Command, 11 June 1943; to No.162 Squadron, 14 June 1943; promoted WO2, 3 August 1943; to Iceland 31 December 1943; promoted WO1, 3 February 1944; commissioned 20 October 1944; to Canada, 19 December 1944 on posting to Moncton; to No.170 Squadron, 22 February 1945; to No.1 Reserve Equipment and Maintenance Unit, 21 March 1945; promoted Flying Officer, 20 April 1945; to St.Hubert, 29 September 1945; to No.124 Squadron, 30 September 1945; released 4 May 1946. No citation. Rejoined Regular Force after the war; died in Thunder Bay, 8 March 1995 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of June/July 1995.

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McMANAMAN, F/O Reginald Willis (J26840) - **Mention in Despatches** - No.619 Squadron (deceased) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946.. Born at Springhill, Nova Scotia, 4 February 1924. Home in Amherst, Nova Scotia where he was engaged in aircraft assembly before joining RCAF. Enlisted in Moncton, 6 July 1942. At No.1 Manning Depot, Toronto, 29 August to 22 October 1942. At No.1 BGS, Jarvis, 23 October 1942 to 6 March 1943. At Trenton, 7 March to 17 April 1943 (promoted Leading Aircraftman, 16 April 1943). Trained at No.3 BGS, Macdonald, 18 April to 11 June 1943; promoted Sergeant 28 May 1943) but subsequently commissioned with effect from that date. To "Y" Depot, Halifax, 12 June 1943; embarked from Canada, 16 June 1943; arrived in Britain on 24 June 1943. Posted to either No.29 or No.42 OTU, 6 July 1943 (the record shows posting to No.42 OTU on 6 July 1943 but posting from No.29 OTU on 13

August 1943). To No.1660 Conversion Unit, 13 August 1943; attached to No.1485 Flight, 17 August 1943. Posted to No.619 Squadron as air gunner, 27 September 1943. Killed with No.619 Squadron, 2/3 December 1943 (Lancaster JB847 "C"); no known grave; name on Runnymede Memorial. Certificate sent to his mother, 3 November 1948.

On 14 October 1946 his mother, Florence McManaman, wrote the following to the Department of National Defence; her sources are not known:

While the awards for heroism and bravery are being passed around, I deem it no more than fair that our son, Flying Officer Willis McManaman, be given some reward for his bravery.

I will quote an incident which took place on a Lancaster bomber on the night of December 2nd, 1943 in a raid on Berlin. The plane had been attacked by a German night fighter and badly wrecked and also set on fire.

The pilot, Jack Bower of Vancouver, ordered the crew to bail out, but as Willis headed for the escape hatch, he saw the rear gunner, Andrew Leitch of Scotland, trapped in his turret and unable to free himself. Willis, being the kind, sympathetic lad that he was, started back to try to save Leitch despite the warning of the Pilot and crew members, that he did not have a ghost of a show, and with no thought of his own safety, and the plane in flames, he beat his way back to the turret, while the others bailed out.

[Word missing, document damaged] he had succeeded in freeing the rear gunner, a second explosion took place which blew the plane apart, and next morning Willis' body, lying over that of the rear gunner, was found in the Tegel Forest, on the outskirts of Berlin.

What nobler act of love and kindness ! a man to lay down his life for a friend ! Had Willis disregarded the cries of the rear gunner, and bailed out as the others did, he might have been alive today. Surely a brave act like that deserves recognition.

Willis was mid-upper gunner and was assigned for duty with the RAF. Of the crew members of the Lancaster bomber, two were from Canada, two from England, two from Ireland and one from Scotland.

The four, whose lives were spared, were taken prisoners, and after their release from the prison camps, wrote us to tell of the brave act of Willis and assuring us that he was a real hero, and deserving of the highest honours. His squadron, 619, his number Can. J/26840.

Kindly consider my plea for a Posthumous award for our dear son.

On 19 October 1946, W/C W.A. Dicks wrote Mrs. McManaman, in part:

Receipt is acknowledged of your letter dated October 14 1946, in which you inquire concerning recognition for your son, the late Flying Officer Reginald Willis McManaman.

The splendid manner in which your son conducted himself after his aircraft had been attacked by enemy night fighters on December 2nd, 1943, was recognized by the award of a Mention in Despatches in the King's New Year's Honours List. It is desired to advise that this award was made in recognition of his gallant gesture in endeavouring to rescue his fellow crew member from the damaged aircraft.

It was borne out in the investigation that was carried out regarding recognition for your son that he conducted himself in a most commendable manner, and the service authorities who were in full possession of the facts in this case considered that the appropriate recognition to accord your son was the award of a Mention in Despatches.

In view of the foregoing, it is regretted to advise that no additional award can be granted in this case.

The website "Lost Bombers" provides the following on his last sortie: Lancaster JA847, No.619 Squadron (PG-C), target Berlin, 2/3 December 1943. This aircraft was delivered to No.619 Squadron on 18 July 1943. Took part in the operations: Hamburg, 24/25 July 1943; Hamburg, 27/28 July 1943; Hamburg, 2/3 August 1943; Peenemunde, 17/18 August 1943; Berlin 3/4 September 1943; Hannover 18/19 October 1943; Berlin 18/19 November 1943; Berlin 22/23 November 1943; Berlin, 23/24 November 1943 (aborted); Berlin 2/3 December 1943 (lost). When lost this aircraft had a total of 298 hours. JA847 was one of two No.619 Squadron Lancasters lost on this operation; the other was EE170. Airborne at 1643 hours, 2 December 1943 from Woodhall Spa. Crashed into the Tegel, a heavily wooded area near Berlin. Crew consisted of F/O J.F.Bowyer, RCAF (killed), Sergeant E.C.Parrott (POW); Flight Sergeant T.G.Conway (POW); F/O G.F.F.Staker (POW); Sergeant E.B.Thornhill (POW); P/O R.W.McManaman, MID, RCAF (killed), Sergeant A.C.Leitch (killed).

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McMANUS, F/L Patrick Joseph (J14558) - **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 15 March 1920 in Perth, Ontario; home there; enlisted in Ottawa, 10 March 1941. To No.1 Manning Depot, 1 September 1941. To No.4 WS, 25 October 1941. To No.1 ITS, 31 January 1942; graduated and promoted LAC, 27 March 1942; to No.1 EFTS, 28 March 1942; graduated 6 June 1942 and posted that date to No.5 SFTS; graduated and

commissioned 25 September 1942. To No.31 GRS, 22 October 1942; to Western Air Command, 8 January 1943; promoted Flying Officer, 25 March 1943; to "Y" Depot, 15 April 1943; to RAF overseas, 26 May 1943. Promoted Flight Lieutenant, 25 September 1944. Missing (POW), 4 October 1944. Safe in United Kingdom, 13 May 1945. Repatriated to Canada, 6 July 1945. To AFHQ, 20 July 1945. To Release Centre, 27 September 1945. Retired 19 October 1945. Served in RCAF again as pilot, 29 May 1953 to 30 October 1955 (214458), having enlisted in Ottawa. Medal presented 21 May 1949. Cited with F/O Alexander L. Lyttle (RCAF, awarded DFC); which see for citation. Newsclipping in DHist biographical file says he was born in Smith Falls although his home is given as Perth. Clipping dated 16 June 1945 states that he was captain of a Halifax attacking shipping off Norwegian coast. Account goes on to say:

The Halifax crew spotted an enemy convoy sneaking around the Norwegian coast and picking out one vessel, they done to the attack. Just as the final run-in began the ship turned on all its lights.

Thinking it must be a neutral Swedish ship, McManus pulled the aircraft up. As they passed over, the crafty German captain opened fire at point-blank range and the next thing the pilot knew he was swimming in the water.

The aircraft dinghy burnt in the crash and both pilots found their Mae West jackets leaking. Luckily, the German ship stopped, picked them out of the water and took them back to Norway.

McManus was soon sent to Germany for questioning and although shot down in October 1944, he was still in solitary confinement at Christmas.

Penned up in a six by ten foot cell with no air, no light and no bed, the prisoners were brought out for questioning at irregular intervals and if no information was given they were thrown back into their lonely cells.

McManus told of the hot and cold treatment. The Germans heated the room but cut off the heat at night. "We got used to that." McManus said. For nearly two months the Coastal Command pilot lived on a daily ration that wouldn't make the beginnings of one good meal - two slices of bread, a bowl of soup and if he was lucky a greasy lump of margarine. McManus admitted he looked pretty haggard when he came out after the Germans gave up questioning.

For 57 days the Perth flier had no blankets and at first had no clothing. For all his discomfort, food seemed to be all he thought about.

When shot down his crew included the Squadron Commander, who was Wing Commander Charles Aubrey Maton. He was unusual for being an Air Gunner, yet in command of a

squadron. His son, C.M. Maton, subsequently wrote an account of Wing Commander Maton (published in the **Journal of the Orders and Medals Society** (Spring 1992) which read, in part:

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.

NOTE: The above accounts differ as to whether the crew was picked up immediately or after some time, but the reference to three members of the crew drowning is confirmed by two RCAF casualties from HR686 - F/O H.T. Conlin (Air Gunner) and F/O J.A.R.L. La Palme (Wireless Air Gunner), the former commemorated on the Runnymede Memorial and the latter buried in Norway.

The official report of the aircraft going missing identifies it as Halifax HR686, airborne 3 October 1944 at 2308 hours for an anti-submarine and anti-shipping patrol. The full crew consisted of J14558 F/O P.J. McManus (pilot, POW), J28573 F/O A.L. Lyttle (second pilot, POW), 142463 F/O I.S. Osbourne (navigator/bomb aimer), J10019 F/L S.A. Winchester (WOP/Air, POW), J86034 F/O H.T. Conlin (WOP/Air, killed), J18647 F/O J.A.R.L. LaPalme (WOP/Air, killed), 643195 Flight Sergeant G. McLaughlin (WOP/Air, believed drowned), 1397157 Sergeant R.G. Allen (flight engineer, believed drowned) and 76222 W/C C.A. Maton (Navigator/R).

The following is excerpted from an article, "A Hero's Greeting for William and Kate" by Andrew Duffy (Ottawa **Citizen**, 1 July 2011):

The last time Patrick McManus met a royal was in June 1945 when Prince William's great grandfather, King George VI, hosted a garden party at Buckingham Palace for returning prisoners of war.

At the time, McManus was only weeks removed from a German POW camp, where he had spent the final months of the Second World War after being shot down over the North Sea.

He told then Princess Elizabeth about his harrowing experience.

On Thursday, McManus was among the select group of veterans to meet Queen Elizabeth's grandson, William, and her granddaughter-in-law, Kate.

"They seemed a lovely couple," said the 91-year-old McManus, who travelled from his home in Westport for Thursday's wreath-laying ceremony by William and Kate at the War Memorial...

Ottawa's Fred Hicks, 90, a soldier with the Cameron Highlanders during the Second World War, was one of those who had a chance to chat with the royal couple.

They asked him about his chest of medals and he told them about landing on Juno Beach, one day after the launch of the D-Day invasion.

"They asked questions about it and I answered them," he said. "I think they're a great young couple."

Patrick McManus was also one of the veterans hand-picked to attend Thursday's ceremony and meet the royal couple.

His story is a remarkable one. In October 1944, McManus was the 22-year-old pilot of a Halifax bomber assigned to patrol the North Sea, off the Norwegian coast. His orders called for him to attack any German ships the plane encountered.

On the night of Oct. 4, the flight crew detected a ship on radar and McManus dived beneath low-lying clouds, into the driving rain.

The boat below was an armed German merchant ship, but McManus mistook its anti-aircraft fire for the running lights of a ship from a neutral country and broke off his attack. It was too late: his plane had suffered catastrophic damage.

McManus wrestled the aircraft controls to keep the wings level and set the crippled bomber down in the North Sea.

"The port wing touched first, folded back, and then the propellers bent back: I can see it like it's all in slow motion," he said.

Eight of nine crew members escaped before the plane sank.

With the plane's lifeboat burned, McManus lashed himself to a floating wheel, then tied the other members of his crew to the same wheel or to his limbs. (McManus would later receive the Distinguished Flying Cross for the skill and gallantry that he displayed in the crash landing.)

Three members of the crew died of exposure in the frigid water, but five were eventually plucked from the sea by the same ship that shot their plane down.

McManus and the other men were delivered to the Gestapo in Oslo, Norway, for questioning. He spent two months in solitary confinement before being sent to a German POW camp.

Later, McManus and his fellow POWs endured gruelling forced marches as the Germans retreated before the Allied advance.

When the war in Europe ended in May 1945, McManus returned to Britain before making his way home to Perth, where he resumed work at Canada Post.

McManus married Margaret Dorene Vice and moved to nearby Portland, Ont., where the couple raised seven children. A lifetime birder and naturalist, McManus became an active conservationist after discovering that the water of Big Rideau Lake was so degraded that his children often couldn't swim. He helped found the Rideau Valley Conservation Authority and served as its chairman for 11 years.

Now retired in Westport, he recently published a book, *The Rideau Canal and its Corridor*, a natural history of the region.

McManus said he wanted to present Prince William with his case for a posthumous knighthood for Lt.-Col John By, the British military engineer who supervised the construction of the Rideau Canal and founded the town that became Ottawa, but he didn't get the chance to say more than "Hello" to the royal couple.

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McMARTIN, S/L Donald Weir (C10845) - **Mention in Despatches** - No.63 Base - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Home in Montreal; enlisted there 3 April 1942, commissioned as of that date in Engineering Branch and posted to No.1 Manning Depot. To Electrical School, 24 April 1942. Promoted Flying Officer and posted to No.1 Training Command, 3 October 1942. To No.8 SFTS, 5 October 1942. Promoted Flight Lieutenant, 1 April 1943. To "Y" Depot, 11 July 1943. To United Kingdom, 2 August 1943. Promoted Squadron Leader, 31 May 1944. Repatriated 3 December 1945. Released 14 January 1946. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ. Base Electrical Engineer; had served 16 months in Canada, 21 months overseas.

This officer is employed as Base Electrical Engineer, having held this post since the formation of No.63 (RCAF) Base. Through his untiring efforts, a very efficient instrument and electrical servicing section has been set up. This effective organization of these specialist trades is reflected in the excellent trouble-free operation of all equipment coming under his responsibility. He is recommended for Mention in Despatches in acknowledgment of his praiseworthy contribution to the maintenance of aircraft in this Base.

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McMATH, F/O Matthew (J28227) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO

1768/45 dated 23 November 1945. Born 7 September 1917 in Aghadyoneyk, Ireland; home in Bradner or Abbotsford, British Columbia (logger); enlisted in Vancouver, 5 May 1942 and posted to No.5 Manning Depot. To No.11 SFTS (guard duty), 22 June 1942. To No.7 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No. 23 EFTS until 7 November 1942; ceased training and posted to No.1 Composite Training School, 27 November 1942; to No.3 AOS, 20 February 1943; to No.3 AOS Detachment, 2 April 1943; to No.2 AOS, 28 May 1943; graduated and commissioned, 9 July 1943. To "Y" Depot, 23 July 1943. To United Kingdom, 2 August 1943. Promoted Flying Officer, 11 January 1944. Repatriated 5 August 1945. Released 28 September 1945. Medal presented 22 October 1947. Died in Abbotsford, British Columbia, 19 July 1993 as per **Legion Magazine** of November 1993. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8750 has recommendation dated 17 April 1945 when he had flown 58 sorties (296 hours), 20 April 1944 to 10 April 1945.

20 April 1944 - Lens
21 April 1944 - GARDENING
23 April 1944 - GARDENING
26 April 1944 - Paris
22 May 1944 - Orleans
24 May 1944 - Aachen
27 May 1944 - Bourg Leopold
31 May 1944 - Trappes
2 June 1944 - Haringzelle
5 June 1944 - Harquelengue
6 June 1944 - Mont Fleurie
6 June 1944 - Chateaudun
8 June 1944 - Alencon
12 June 1944 - Amiens
15 June 1944 - Fouillard
30 June 1944 - Villers Bocage
4 July 1944 - St.Martin
9 July 1944 - Les Catelliers
24 July 1944 - Stuttgart
28 July 1944 - Foret de Nieppe
3 August 1944 - Bois de Casson
5 August 1944 - Foret de Nieppe
6 August 1944 - Hazebrouke
7 August 1944 - May sur Orne
25 August 1944 - Brest
3 September 1944 - Venlo
11 September 1944 - Norstern
15 September 1944 - Kiel

24 September 1944 - Calais
25 September 1944 - Calais
7 October 1944 - Cleves
25 October 1944 - Essen
31 October 1944 - Cologne
12 December 1944 - Essen
15 December 1944 - Ludwigshaven
23 December 1944 - Cologne
2 January 1945 - Nuremburg
5 January 1945 - Hanover
22 January 1945 - Gelsenkirchen
28 January 1945 - Stuttgart
1 February 1945 - Mainz
2 February 1945 - Wanne Eickel
4 February 1945 - Bonn
7 February 1945 - Goch
13 February 1945 - Dresden
20 February 1945 - Dortmund
3 March 1945 - Chemnitz
7 March 1945 - Hemmingstedt
8 March 1945 - Hamburg
13 March 1945 - Gelsenkirchen
18 March 1945 - Misburg
19 March 1945 - Witten
21 March 1945 - Heide
24 March 1945 - Gladbach
25 March 1945 - Munster
4 April 1945 - Leuna
9 April 1945 - Kiel
10 April 1945 - Plauen

Flying Officer McMath has carried out 58 operational sorties against the enemy as a navigator in heavy bombers. His work has been of the highest order which is borne out by the success of his crew in Visual Marking capacities.

In recognition of his excellent work, this officer is recommended for the non-immediate award of the Distinguished Flying Cross.

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McMENEMY, P/O George Stuart (J17117) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1338/43 dated 16 July 1943. Born in Hamilton, Ontario, 27 June 1920; home there. Enlisted there 28

May 1941 and posted to No.1 Manning Depot. To No.6 BGS, 9 June 1941 (guard duty). To No.5 ITS, 8 August 1941; graduated and promoted LAC, 27 September 1941; posted that date to No.22 EFTS; graduated 22 November 1941 and posted to No.13 SFTS; graduated and promoted Sergeant, 13 March 1942. To "Y" Depot, 14 March 1942. To RAF overseas, 30 April 1942. Took part in first operation by No.426 Squadron (14 January 1943). Commissioned 6 March 1943. Posted to No.405 Squadron, 12 May 1943 after completing 24 sorties. Promoted Flying Officer, 6 September 1943. Medal presented 29 February 1944. Repatriated 19 April 1944; to No.4 BGS, 31 May 1944. Promoted Flight Lieutenant, 6 March 1945. Date of release uncertain; rejoined RCAF as a pilot, 29 January 1952 (48275); released 31 August 1956, going to work at Maritime Central Airways. RCAF photo PL-26665 (ex UK-8444 dated 3 March 1944) taken after investiture at Buckingham Palace - F/O R.J. Williams, DFM (Birkenhead, England), F/O L.M. Holtby, DFC (Hawksbury, Ontario), F/O G.S. McMenery, DFC (Hamilton), F/O H.W. Fenton, DFC (Ottawa) and P/O R.H. Welch, DFM (Belleville). RCAF photo PL-26669 (ex UK-8450 dated 3 March 1944) taken after investiture at Buckingham Palace -P/O R.H. Welch, DFM (Belleville) F/O G.S. McMenery, DFC (Hamilton), F/O L.M. Holtby, DFC (Hawksbury, Ontario), F/O H.W. Fenton, DFC (Ottawa).

This officer has participated in numerous sorties against all types of targets in enemy territory and also in mine-laying patrols in enemy waters. His objectives have included Essen, Mannheim, Kiel and Duisburg. Pilot Officer McMenery has invariably displayed exceptional determination to press home his attacks and has produced photographs which amply illustrate the success of his attacks. His courage and resourcefulness have at all times been an inspiration to other members of the squadron.

NOTE: Public Record Office Air 2/8955 has recommendation drafted by W/C L. Crooks, 24 April 1943 when he had flown 21 sorties (126 hours 20 minutes). Sortie list and submission as follows:

2 December 1942 - Frankfurt (7.00)
14 January 1943 - Lorient (5.25)
15 January 1943 - Lorient (5.10)
21 January 1943 - GARDENING (5.00)
4 February 1943 - Lorient (7.00)
7 February 1943 - Lorient (6.10)
13 February 1943 - Lorient (7.00)
14 February 1943 - Cologne (6.00)
16 February 1943 - Lorient (7.10)
17 February 1943 - Wilhelmshaven (6.00)
3 March 1943 - Hamburg (6.20)
5 March 1943 - Essen (5.45)
9 March 1943 - GARDENING (5.25)
12 March 1943 - Essen (5.10)
23 March 1943 - GARDENING (4.20)

26 March 1943 - Duisburg (4.30)
28 March 1943 - St. Nazaire (6.05)
29 March 1943 - Bochum (5.20)
4 April 1943 - Kiel (6.05)
14 April 1943 - Stuttgart (7.35)
16 April 1943 - Mannheim (7.30)

This officer has participated in numerous sorties against all types of targets in enemy territory and minelaying in enemy waters. Targets attacked include Essen, Hamburg, Mannheim, Kiel and Duisburg.

His determination to press home the attack has been amply illustrated by successful photographs of the target areas. His courage and resourcefulness has at all times been an inspiration to other members of the squadron and in my opinion merits recognition.

On 22 April 1943 G/C J.L. Plant, Officer Commanding, Station Dishforth, added his remarks:

Consistently from his first operational sortie, Pilot Officer McMenemy has performed his duties with determination. He has consistently brought back photographs of the target area.

Note: As of 21 September 1943, G/C J.E. Fauquier was suggesting home leave for four members of a crew before they began an instructional tour. These were J17117 P/O G.S. McMenemy (46 sorties), J16787 P/O H.W. Fenton (45 ½ sorties), J17565 P/O L.W. Holtby (46 sorties) and R115098 Flight Sergeant H.R. Welch (44 sorties). Request turned down - "Path Finder personnel will be required to complete a tour of non-operational duties before becoming eligible for special leave."

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McMILLAN, P/O Duncan James (J17955) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2322/43 dated 12 November 1943. Born in Landis, Saskatchewan, 2 February 1919; home there; enlisted Saskatoon, 17 June 1941 and posted to No.2 Manning Depot. To No.11 Equipment Depot, date uncertain. To No.4 ITS, 8 August 1941; graduated and promoted LAC, 12 September 1941 when posted to No.6 EFTS; graduated 7 November 1941 when posted to No.11 SFTS; graduated and promoted Sergeant, 27 February 1942. To "Y" Depot, Halifax, 28 February 1942; to RAF overseas, 23 March 1942. Promoted Flight Sergeant, 27 August 1942. Promoted WO2, 27 February 1943. Commissioned 3 July 1943. Promoted Flying Officer, 3 January 1944. Medal presented 11 August 1944. Repatriated 28 November 1944. To Britain again, 8 February 1945; repatriated 13 June 1946; released 17 July 1946. RCAF photo PL-32528 (ex UK-13806 dated 23

August 1944) shows him. Died in North Battleford, Saskatchewan, 11 April 1985 as per **Legion Magazine** of July 1985.

As captain of aircraft this officer has completed many operational sorties including attacks on such heavily defended targets as Essen, Hamburg, Spezia and Stettin. Regardless of opposition he has invariably attacked his target with the greatest determination, and by his fine leadership and sustained courage has contributed in no small measure to the successes achieved.

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McMILLAN, WO Glen Allan (R79669) - **Mention in Despatches** - No.419 Squadron (deceased) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 25 March 1921 in Antler, Saskatchewan; home there (student and farm labourer); enlisted in Regina, 5 November 1940. At No.2 Manning Depot, Brandon, 5 November to 11 December 1940; at No.36 SFTS, Swift Current, 12 December 1940 to 8 February 1941 (non-flying duties). To No.2 ITS, 9 February 1941; graduated 29 March 1941 when promoted LAC, placing 142nd in a class of 153); to No.15 EFTS, 29 March 1941; graduated 16 May 1941, placing 28th in a class of 28 - assessed as slow to learn but learned well, and not good at aerobatics); to No.34 SFTS, 28 May 1941; graduated and promoted Sergeant, 8 August 1941, placing 51st in a class of 55). To "Y" Depot, Halifax, 10 August 1941. Taken on strength of RAF Trainee Pool, 23 August 1941. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 2 September 1941. To No.22 OTU, 16 September 1941. His course at No.22 OTU involved three hours 15 minutes dual instruction by day (one hour of dual to solo), and 19 hours 40 minutes solo time by day, plus three hours 15 minutes night dual (soloed after that) and 26 hours 20 minutes night solo. He also flew 13 hours on instruments and 14 hours in the Link. All of this time was on Wellington IC, Wellington III and Wellington X aircraft. At OTU he flew three sorties as second pilot and was graded as "Good average captain, alert and industrious". Promoted Flight Sergeant, 8 February 1942 To No.15 OTU, 5 April 1942 for Ferry Training. To Middle East Command, 16 April 1942. Promoted WO2, 8 June 1942. The postings here on unclear but he appears to have been on Ferry Command duties between Dorval and West Africa during the summer of 1942. As of 10 September 1942 he was again in Canada, proceeding overseas by ship. Promoted WO1, 19 September 1942. To No.2 PDC, 8 October 1942. To No.22 OTU, 29 October 1942. To No.1659 Conversion Unit, 7 January 1943. To No.419 Squadron, 9 February 1943. Killed in action 13 May 1943 (Halifax JB791).

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McMILLAN, F/O Lawrence (J10231) - **Distinguished Flying Cross** - No.542 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2138/43 dated 22 October 1943. Born in Miami, Manitoba, 26 June 1921; home there (farming with his father); educated at Miami Consolidated School and Carman High School. Enlisted in Winnipeg, 4 December 1940 for General Duties and posted to No.1 Manning Depot, Toronto.

To No.5 SFTS, Brantford, 16 January 1941. Promoted AC1, 4 March 1941. Promoted LAC, 4 June 1941. Remustered to aircrew, 5 August 1941, reverted to AC2 on that date. Posted to No.1 ITS, Toronto, 6 August 1941; graduated and promoted LAC, 13 September 1941. To No.9 EFTS, St. Catharines, 14 September 1941; graduated 7 November 1941 and posted next day to No.6 SFTS, Dunnville; graduated and commissioned 27 February 1942. To "Y" Depot, Halifax, 1 March 1942. To RAF Trainee Pool, 19 March 1942. Embarked from Canada, 20 March 1942. Taken on strength of No.3 PRC, Bournemouth, 29 March 1942. To No.5 (Pilots) AFU, 12 May 1941 (Miles Masters). To No.3 School of General Reconnaissance, 30 May 1942 (Blackburn Bothas). To No.8 (Coastal) OTU, 26 August 1942 (Master and Spitfire). Promoted Flying Officer, 1 October 1942. To No.1 Proto Reconnaissance Unit, 28 October 1942. To Station Headquarters, Benson, 6 November 1942 and on same date taken on strength of No.542 Squadron (Spitfires). Attached to Blackpool, 2-16 December 1943. Promoted Flight Lieutenant, 27 February 1944. As of return to Canada he had flown 560 hours (210 operational) although this does not match figures given elsewhere on repatriation (see below). Embarked for Canada, 25 May 1944. On strength of Station Rockcliffe, 26 May to 8 July 1944. To No.1 OTU, Bagotville, 9 July 1944. To No.3 BGS, Macdonald, 10 October 1944 (apparently for an administration course), serving there until 21 February 1945. To No.31 Personnel Depot, Moncton, 22 February 1944. Embarked for overseas, date uncertain; disembarked in Britain, 29 March 1945. Posted to No.400 Squadron. Killed 9 May 1945 when photographing German ships; shot down by them (Spitfire PM142). Medal presented to next-of-kin, 2 May 1948. RCAF photo PL-24977 taken during his period of Canadian leave.

An exceptional pilot, this officer has participated in many successful sorties. He has always displayed the greatest determination to achieve his objective and a complete disregard of enemy opposition. On one occasion, during a heavy bombing raid on Essen, he experienced heavy and concentrated anti-aircraft fire before reaching the target. Nevertheless he secured some excellent photographs which were obtained during 200 minutes flying over the area.

McMILLAN, F/O Lawrence, DFC (J10231) - **Air Medal (United States)** - No.542 Squadron - Award effective 18 January 1944 as per **London Gazette** dated 18 January 1944 and AFRO 644/44 dated 24 March 1944. Public Records Office Air 2/8973 has recommendation which gives unit as Station Benson.

Flying Officer McMillan has participated in many photographic reconnaissance missions including a number for the U.S. air force. Despite the heavy and accurate anti-aircraft fire encountered, he has completed his tasks successfully. On one occasion his aircraft was pursued by two Focke Wulfe 190s, but by skilful flying he was able to evade them. The courage, coolness and skill displayed by this officer is worthy of high praise.

Eighth Air Force General Order 183 dated 13 October 1943 gives the following:

For meritorious achievement. Flying Officer McMillan has successfully accomplished a number of extremely difficult photographic reconnaissance missions for the United States Army Air Forces. These missions, flown over some of the heavily defended areas in enemy occupied Europe, were of inestimable value in planning future operations. The courage, coolness and skill displayed by Flying Officer McMillan reflect great credit upon himself and the Armed Forces of His Majesty's Government.

NOTE: On 18 December 1941, at No.6 SFTS, Dunnville, he was in Harvard 2830 with instructor, Sergeant R.P. McLean (night flying circuits). Not clear who was at fault (probably McMillan) but over-application of brakes resulted in aircraft beginning to ground loop and went up on its nose.

At No.9 EFTS, 13 September to 7 November 1941, he flew Fleet Finch II (34.15 dual, 32.35 solo) Of this, eleven hours were on instruments and he logged ten hours in Link. Instrument flying was exceptionally good. He was described as a "good average pilot" and placed 13th in a class of 31.

At No.6 SFTS he flew Harvards, 10 November 1941 to 30 January 1942 (44.30 day dual, 62.35 day solo, 4.20 night dual, 11.45 night solo, all including 21.20 on instruments; logged 20 hours in Link). Navigation above average, considered fighter pilot material (and that was his preference).

At No.5 (P) AFU, he arrived 12 May 1942, left 29 May 1942 and flew Miles Master aircraft (11.15 day dual, 2.35 day solo, 1.20 night dual. Flying included 2.50 in formation and 45 minutes on instruments,

At No.8 OTU, course lasted 26 August to 27 October 1942. He flew Master aircraft (2 hours 15 minutes dual, 1.30 dual to first solo, 2 hours 45 minutes solo) and Spitfires (54 hours 35 minutes). Ground courses and marks were Airmanship (255/300), Armament (255/300), Meteorology (94/100), Navigation (189/200) and Signals (70/100). Flying tests and marks in General Flying (350/400), Applied Flying (175/200), Instrument Flying (175/250 but may have been incomplete). Not trained in Night Flying or Link. Described as "Steady and reliable; good average pilot. He has worked hard and done well on the course."

Damaged Spitfire IV, serial AB123, Category "A", Benson, 1455 hours, 7 November 1942, having flown 55 minutes on type. He reported, "Accident occurred on landing due to faulty judgement of drift. Aircraft left runway still moving quite fast but slowed very near to halt without incident. Assuming ground solid enough for taxiing over, attempted same but one wheel hit hole, tipping aircraft enough to damage propeller on ground. The aircraft then settled back on the tail wheel" This had been a local flight, the cause was deemed "carelessness" and his log book was endorsed.

Assessments: On 20 May 1943 he was reported as having flown 382 hours 35 minutes (103 hours in previous six months). Described as "An exceptional pilot. He does not take sufficient interest in his subordinates and his ground staff." (S/L D. Selway). However, on 10 March 1944 he was listed as having flown 567 hours 30 minutes (98 hours 30 minutes in previous six months) and described as "A steady and most efficient P.R. pilot, a good officer." (S/L A.H.W. Ball).

Having attended the RAF School of Air/Sea Rescue (2-15 December 1943) he was described as "Above average results by keen and intelligent officer."

A letter dated 10 May 1944 (while he was still overseas) reported 560 flying hours (210 operational) and indicated that if repatriated he was still anxious to return to operations. On 14 December 1944, having attended an administration course, he was described thus: "This officer showed tremendous improvement toward the end of the course. He worked conscientiously and his work showed thorough and careful preparation. This officer should be capable of doing general administrative work such as Assistant Admin Officer or Adjutant." (F/L W.C.F. Weir).

As of 25 May 1944 he reported having flown 25 hours on Masters, 375 hours on Spitfires, 60 hours on Fleets, 20 hours on Yales and 120 hours on Harvards. His formal application for Operational Wings, dated 5 June 1944, stated he had flown operationally, 6 November 1942 to 7 May 1944, and that he had logged 69 sorties (207 hours five minutes).

Particulars of death: On 9 May 1945, F/L P.G. Wigle reported as follows:

On May 9th 1945, I was leading a section of Spitfire Xis on a shipping reconnaissance of the waters about the Danish Islands, the section being comprised of F/L McMillan and myself.

At 1656 hours we observed a convoy of four ships one mile off Spodsbjaerg on the Island of Langeand proceeding on a course of 190 degrees (M). I led the section down to deck level and passed within 200 yards of the ships on the port side, at which time I observed that all four ships were flying the Nazi flag, three of the ships were loaded with troops in dark uniforms, and the name of the second ship in line was "Ubena". I led the section around to the starboard side of the convoy, still at 50 feet and approximately 4-500 yards away from the ships.

At 1700 hours I looked behind to observe my No.2 explode in mid-air in a large sheet of flame and the wreckage immediately plunged into the sea. At the same time I observed machine gun strikes on the water between us. I immediately climbed up to a height of 4,500 feet and circled the position but could observe no debris whatsoever except for an oil slick on the water.

Due to the sudden nature of the attack it is my opinion that F/L McMillan was killed outright, and in any event, because of the low height, would be unable to get out of his aircraft before it plunged into the sea.

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McMILLAN, W/C Stanley Ranson (C581) - **Mention in Despatches** - No.117 Squadron - Award effective 28 May 1943 as per **London Gazette** of that date, **Canada Gazette** dated 2 June 1943, and AFRO 1459/43 dated 30 July 1943. Born in Dryden, Ontario, 3 October 1904. Joined RCAF at Camp Borden, 14 May 1925. Assigned to Seaplane Course, Station Vancouver, 16 February to 30 April 1928. Left the force two years later for bush flying (Dominion Explorers Limited, Commercial Airways, Canadian Airways, Mackenzie Air Services). Rejoined the RCAF at outbreak of war and saw extensive service in Eastern Air Command. Flight Lieutenant as of 1 November 1940; with No.116 (BR) Squadron as of 1 July 1941. Promoted Squadron Leader and posted to No.117 Squadron, 1 June 1942 (had been commanding that unit since 11 May 1942 and continued to do so to 27 February 1943 (promoted Wing Commander, 1 January 1943). To "GD", 27 April 1943. To Eastern Air Command Headquarters, 9 October 1943. To "Y" Depot, Lachine, 20 January 1944; taken on strength of No.3 PRC, 21 January 1944; ferried aircraft overseas; Commanding Officer, No.423 Squadron, 1 March 1945 to 4 September 1945. Repatriated 25 November 1945. Retired 4 January 1946. Returned to civil aviation after the war; admitted to Canada's Aviation Hall of Fame in 1973. Died 4 March 1991 in Edmonton as per **Airforce Magazine** of April-May-June 1993, Royal Canadian Legion "Last Post" website and **Legion Magazine** of June 1991 (which erroneously gives his number as C851). RCAF photo PL-27860 (ex UK-15773 dated 14 October 1944) is captioned as follows: "Wing Commander Stan R. McMillan of Edmonton, who has succeeded W/C Randall as CO of the RCAF's Tusker [413] Catalina Squadron in Ceylon. During 1942 the new CO formed 117 Squadron in Eastern Canada and several crews from this squadron are serving under him with the Tuskers. A veteran of the early days of the RCAF, Wing Commander McMillan became a bush flyer in 1928, rejoined the RCAF in 1939. Forced down in the far north during a prospecting flight in 1929, he and members of his party - the McAlpine Expedition - lived for 54 days on raw fish." RCAF photo PL-27861 (ex UK-15774 dated 14 October 1944) shows F/L John R. Gowans (Toronto, Squadron Training Officer, No.413 Squadron), W/C Stan R. McMillan (Edmonton, new CO) and S/L Jofre Woolfenden (Toronto, Flight Commander in Tusker Squadron and formerly of No.117 Squadron in Canada).

This officer has shown exceptional valour and devotion to duty in the face of the enemy. He has completed 57 war flights totalling 517 hours on reconnaissance and convoy escort duties. In addition he has ferried four aircraft to the United Kingdom.

A memo dated 27 March 1942 respecting awards to various Canadian officers in Ferry Command said the following about him:

This officer was employed at Bermuda on ferry duties to the U.K. from January 23, 1941 to June 19, 1941 and completed four delivery flights. A very capable officer, capable of undertaking the training of his own crew for these very long flights.

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McMILLS, F/L Charles Robert (J6005) - **Distinguished Flying Cross** - No.252 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943. American in RCAF; born in Salt Lake City, Utah, 16 August 1920; home in Seattle, Washington. Enlisted in Vancouver, 12 October 1940. To No.4 Training Command, 25 October 1940 and assigned to No.15 EFTS that date but also posted that date to No.3 AOS. To No.2 ITS, 17 November 1940; graduated and promoted LAC, 21 December 1940; posted next day to No.6 EFTS; graduated 4 March 1941 when posted to No.4 Manning Depot; to No.4 SFTS, 17 March 1941; graduated and commissioned, 4 July 1941. Next posting uncertain (may have been retained at No.4 SFTS). To RAF overseas, 3 November 1941. Promoted Flying Officer, 4 July 1942. Medal presented 13 June 1943. Resigned 20 April 1943, presumably on transfer to American forces.

This officer has displayed an admirable offensive spirit throughout a long and successful tour of duty. He has taken part in numerous sweeps against enemy shipping and transport, both land and sea, causing much damage. In the course of these missions Flight Lieutenant McMills has shared in the destruction of several enemy aircraft. In the face of the heaviest enemy opposition he has always displayed outstanding courage and devotion to duty.

Public Record Office Air 2/8961 has recommendation initiated 25 April 1943 and sent from Headquarters, RAF Middle East to Air Ministry, 13 May 1943.

This officer carried out 59 operational sorties involving 240 hours of operational flying. He has now completed his operational tour and has transferred to the USAAF.

As a junior pilot in this squadron, and later as a flight commander, he has shown an admirable offensive spirit. His example and keenness have at all times been a great asset to the squadron.

The following are incidents from his operational flying during which he has shared in the destruction of [or] damage of several enemy aircraft, in addition to causing much damage to enemy transport both on sea and land.

27 July 1942: - Attacked petrol barges off Matru, set one on fire.

1 August 1942: - Offensive sweep flying No.2. Attacked and damaged schooner outside Matru harbour. Also attacked single barge off Tobruk which was on fire and sinking when last seen.

4 August 1942: - Offensive sweep for barges (F boats or lighters), attacked and damaged one barge. Hit by accurate AA fire and crash landed at base.

26 August 1942: - Attacked road transport, LG 121 to Matru, destroyed three petrol porries [lorries ?].

26 October 1942: - Escort Beauforts on strike off Tobruk. Intercepted five He.111s. Made four attacks. Results - shared one, one probable, two damaged.

6 December 1942: - Attacked road transport, Agheila to Sirte, destroyed three petrol trucks, damaged six. Chased out by three '109s.

7 December 1942: - Attacked road transport. Destroyed petrol dump.

8 December 1942: - Convoy escort. Attacked three Ju.88s. One probable, two damaged.

19 December 1942: - Offensive sweep off Tripoli for barges. Leading formation of eight Beaufighters. Sighted six barge outside harbour, attacked but badly hit by AA fire. Two barges damages.

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McMURCHY, FS (now F/O) Gordon Alexander (R213856/J94877) - **Distinguished Flying Medal** - No.433 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 3 August 1925 in Saskatchewan; home in Swift Current, Saskatchewan (shipping clerk); enlisted in Regina, 15 March 1943. Trained at No.3 BGS (graduated 23 December 1943). Commissioned December 1944. Medal presented 6 November 1948. Attended University of Saskatchewan. Having left the RCAF at the end of the war, he rejoined in the early 1950s (Supply Branch, 37619); promoted Squadron Leader, 25 January 1964. Served at Brandon, Namao, Ottawa, No.2 (Fighter) Wing and taught at Air Force Staff College, Toronto. Retired 1971. With a Masters Degree in Guidance and Counseling (Ontario Institute for Studies in Education) he moved to Victoria, working as a counselor for Goodwill Enterprises. Died in Victoria, 9 May 2005. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation by W/C G.A. Tambling dated 15 April 1945 when he had completed 32 sorties (198 hours 30 minutes), 28 August 1944 to 15 March 1945.

This NCO has completed thirty-two trips over enemy territory including such heavily defended targets as Dusseldorf, Duisburg (3) and Essen.

Throughout his tour Flight Sergeant McMurchy has displayed great co-operation, coolness and devotion to duty and has contributed in a large measure to the success of his many operational flights.

I consider that his fine record of achievement plus the splendid example he has set to his crew at all times fully merits the award of the Distinguished Flying Medal (Non-Immediate).

The sortie list was as follows:

25 August 1944 - Ferfay (4.20)
6 September 1944 - Emden (4.35)
11 September 1944 - Le Havre (4.55)
27 September 1944 - Duisburg (5.35)
28 September 1944 - Cap Gris Nez (4.10)
4 October 1944 - Bergen (7.20)
6 October 1944 - Dortmund (6.20)
9 October 1944 - Bochum (6.50)
14 October 1944 - Duisburg (5.05)
23 October 1944 - Essen (6.20)
28 October 1944 - Cologne (5.30)
30 October 1944 - Cologne (6.00)
1 November 1944 - Oberhausen (6.25)
2 November 1944 - Dusseldorf (6.35)
4 November 1944 - Bochum (5.20)
6 November 1944 - Gelsenkirchen (5.00)
21 November 1944 - Castrop Rauxel (6.00)
30 November 1944 - Duisburg (6.35)
6 December 1944 - Osnabruck (6.00)
20 December 1944 - St. Vith (5.55)
30 December 1944 - Cologne (6.55)
13 January 1945 - Saarbrucken (7.20)
14 January 1945 - Gievenbroid (6.30)
16 January 1945 - Oslo (7.25)
15 February 1945 - Oslo (6.55)
20 February 1945 - Dortmund (6.55)
21 February 1945 - Duisburg (6.45)
27 February 1945 - Mainz (7.20)
2 March 1945 - Cologne (5.40)

7 March 1945 - Dessau (8.30)

15 March 1945 - Hagen (7.30)

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McNAB, S/L Ernest Archibald (C134) - **Distinguished Flying Cross** - No.1 (C) Squadron - Award effective 22 October 1940 as per **London Gazette** of that date and AFRO 867/40 dated 15 November 1940. Born in Rosthern, Saskatchewan, 7 March 1906. Attended University of Saskatchewan. Enlisted in RCAF, 3 June 1926 as P/P/O; first term lasting until 31 August 1926. Second term as P/P/O was 6 June to 31 August 1927; third term was 4 June to 28 August 1928; received wings at Camp Borden, 17 August 1928. To be Pilot Officer,, Non-Permanent List, 1 September 1928. On command from Camp Borden to Vancouver for seaplane course, 25 February 1929 (see below for course content). Transferred from Camp Borden to Ottawa Air Station, 6 May 1929. Transferred from Ottawa Air Station to Camp Borden, 14 June 1929. Promoted Flying Officer, 1 September 1929. Granted leave without pay to continue university education, 12 November 1929 to 30 April 1930, returning to Camp Borden 1 May 1930. On strength of Station Trenton, 22 October 1931. Member of Siskin aerobatics team, 1930 and 1931. To strength of Ottawa Air Station, 14 April to 4 December 1932. To strength of Camp Borden, 4 December 1932. To Station Ottawa, 4 January 1934 to command a photo detachment. To No.12 Detachment, 22 October 1934. To Station Ottawa, 13 April 1935 for photo detachment command. Promoted Flight Lieutenant, 1 April 1936. To No.15 Detachment, Montreal, 6 April 1936 (instructor and adjutant). In UK for courses abroad, 23 April 1937 to 26 April 1939, exchange duties with No.46 Squadron. On 10 February 1939 the Chief of the Air Staff cabled RCAF Liaison Office, London, stressing that he was needed back in Canada as of 1 April 1939 and that he was to have acquired maximum Hurricane time. However, as of 1 March 1939 he had acquired only five hours on type due to late delivery of Hurricanes, and his date of embarkation to Canada was delayed to 15 April 1939. To Hurricane Detachment, Vancouver, 1 May 1939. Promoted Squadron Leader, 1 April 1939. To No.1 (F) Squadron, 23 August 1939 and given command, 1 November 1939. Proceeded overseas with No.1 (F) Squadron, June 1940. Aerial victories in Battle of Britain as follows: **15 August 1940**: one Do.215 destroyed while attached to No.111 Squadron; **26 August 1940**: one Do.217 destroyed; **7 September 1940**: one Bf.109 probably destroyed; **9 September 1940**: one Bf.109 damaged; **11 September 1940**: one He.111 damaged; **15 September 1940**: one He.111 destroyed and one Ju.88 destroyed (the latter shared). Promoted Wing Commander, 7 October 1940. To RCAF Overseas Headquarters, 8 November 1940. To No.118 Squadron, Rockcliffe, 26 February 1941; to No.4 SFTS, Saskatoon, 17 July 1941; to Western Air Command (Victoria), 24 December 1941. Promoted Group Captain, 1 June 1942.. To RAF Ferry Command, Dorval, 21 July 1942. On Station Digby, 20 September 1942 to 18 April 1945. Repatriated to Canada, 17 May 1945. Remained in postwar RCAF including Western Air Command (18 May 1945 to 28 February 1947), Northwest Air Command, Edmonton (1 March 1947 to 20 August 1948), CJS Washington (21 August 1948-23 January 1949, attending United States Armed Forces Staff College, Norfolk); AFHQ/AMP, Ottawa (24 January 1949 to 22 August 1954) and No.12 Air Defence Group - later No.5 Air Division - 23 August 1954 to October 1957. Retired 23 October 1957. Died 10 January 1977.

Good photos are RE-18263 taken during Imperial Mail Flights of 1932 showing Roy Grandy, J. de Niverville, E.A. McNab at Rimouski; RE-18665 (Provisional Pilot Officers R.B. Brown, McNab and V.J. Patriarche, 1926), RE-18666 (as Provisional Pilot Officer, no hat); PL-902 (beside propellor of Hurricane), PL-903 (in cockpit of Hurricane), PL-904 (beside his aircraft), PL-905 (flying jacket, hips up), PL-909 (seated in Hurricane), PL-3235 (formal), PL-117435 (as Flying Officer, 21 August 1930) and PL-104443 (portrait as G/C). RCAF photo PL-26893 (ex UK-8268 dated 29 February 1944) shows G/C McNab watching some of his men taking off from the station he commands; being filmed by FS Fred Hopkinson (Dunnville); at left is F/O Jimmy Seackhammer (Hamilton). PL-40835 (ex UK-17676 dated 22 December 1944) taken at a station hobby shop, captioned as follows: "Flight Sergeant A.S. Mitchell of Guelph, Ontario, former Ottawa high school teacher who sponsored the plan, Group Captain E.A. McNab and Section Officer L.M.M. Harland, WAAF, of Radlett, Herts, who marshaled efforts of the airwomen." PL-40836 (ex-YK-17677) is captioned as follows: "Group Captain E.A. McNab, former Battle of Britain pilot (left) inspecting a wooden steam shovel with a sheet metal scoop which digs real sand - engineering prize for some lucky British lad. At the right is LAC O.A. 'Pop' Salminen, Red Deer, Alberta, guiding spirit of the hobby shop." RCAF photo PL-19064 (ex UK-4200 dated 31 May 1943) taken when King George and Queen Elizabeth visited "an RCAF station in the English Midlands", the King with G/C E.A. McNab and W/C George Elms.

Squadron Leader McNab has led his squadron with great success. At least twenty-three enemy aircraft have been destroyed by the squadron. This officer has destroyed four of these.

McNAB, G/C Ernest Archibald, DFC (C134) - **Officer, 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.

This officer proceeded overseas as the Commanding Officer of Canada's first fighter squadron in 1940. He commanded and led his squadron in the air during the Battle of Britain and was awarded the Distinguished Flying Cross in recognition of his gallantry. His efforts during this period did much to enhance the prestige of Canadians in England. After returning to Canada for a short period he again proceeded overseas where he commanded the Station and fighter sector at Digby. The operations which he directed and controlled whilst sector commander were instrumental in advancing the Allied cause to a very marked degree. His fine personal example, cheerful disposition and calm judgement were at all times an inspiration to those under him. On his return to Canada he was posted as Senior Air Staff Officer to Western Air Command where he has continued to discharge his responsibilities with the same high purpose which characterized his efforts overseas.

McNAB, G/C Ernest Archibald (C134) - **War Cross, 1939 (Czechoslovakia)** - Northwest Air Command Headquarters (Edmonton) - **Canada Gazette** dated 24 January 1948, AFRO 81/48 dated 6 February 1948.

Notes: On 24 April 1926, F/L Harold Edwards (OC, No.1 Repair Depot, RCAF) interviewed three COTC cadets of the University of Saskatchewan - Ernest McNab, Weldon Grant Brown and Leopold William Llewellyn, all of whom he liked. The report on McNab read as follows:

REPORT ON ERNEST McNAB
APPLICANT FOR AIR FORCE TRAINING

The candidate above named meets the requirements set out with the exception that to date he has not heard the results of his examination for Certificate "A", C.O.T.C., neither has he received his parents consent in writing to his joining the R.C.A.F. The former was written on and the latter is merely a matter of form since he has already received his parents' consent verbally.

He is 5 feet 5 ½ inches in height and weighs 150 pounds and is fairly smart in appearance.

He is outstanding in University circles as an athlete representing the University at Rugby and Hockey. He also plays hockey with the Saskatoon city team. He rides, swims, and is considered to be one of the best at the games in the district.

His hobby is motor cars.

He has changed his course of study from law to Engineering and has selected concrete engineering for his profession but if circumstances permit he hopes to change this to aeronautics and for this reason he desires to join the R.C.A.F.

He struck me as very self confident and seems the type to make a good pilot but may or may not be responsive to discipline.

He seems to be an intelligent sort of person and very well liked amongst his fellow students.

The local COTC commander suggested that Brown was the best candidate; No.12 Military District was limited to three. On 3 June 1926 an order was raised for the following to be Provisional Pilot Officers, training at Camp Borden until 31 August 1926: Weldon Grant Brown, Ralph Brunless Brown, Earl Hickson, Hugh Warton Howell, Leopold William Llewellyn, Ernest McNab, Gordon Lee Pratt, John Yeoward Woods, and Valance Heath Patriarche.

Seaplane training course at Vancouver, spring 1929, was under direction of F/O C.E.F. Arthur. Types flown were Avro Seaplane (5.35 dual, 3.00 solo), Vedette (1.35 dual, 13.00 solo), and Moth (40 minutes dual, 11.30 solo). "Instruction was also given him in taxiing and handling seaplanes and flying boats in water, mooring, approaching docks, beaches, etc. This officer flies accurately and with confidence and should, with practice, develop into a useful seaplane and flying boat pilot."

Letter, A.G. McNaughton (Chief of the General Staff) to S/L H.W. Hewson (OC Siskin Flight, St. Hubert, 19 September 1931:

I am directed by the Hon. the Minister to extend to you and to all ranks of your detachment, his congratulations on, and appreciation of, the manner in which your recent operations were carried out.

It is a matter of gratification to the Department to note that the itinerary programme was completed precisely in point of time and in orderly fashion; that the aircraft upon which your success or failure hinged, were well maintained in difficult circumstances, in which connection I am not unmindful of the share borne by your airmen and that the quality of flying reached a high standard of excellence.

In short, the manner in which you, your officers and airmen completed the duties assigned to you, justly reflects great credit upon the Service you represent.

Accident, Hurricane V7613, 19 May 1943 at 1930 hours; he had 400 hours on type, 2,800 hours all types. Aircraft flown from Digby to Dishforth, all well; on ground 90 minutes at Dishforth where engine run up and seemed well. Taxied length of field down-wind, ran engine at 2,700 rpm to clear plugs and engine gave full power to takeoff. "At 300 feet the engine without warning coughed twice. I reached down, turned on the gravity, tested both mags with no result. Oil pressure between 70 and 80, glycol temp 85, fuel pressure between 4 and 5, oil temperature approximately 70. Just had time to lower flaps and landed in a field wheels up." Described as "Faulty carburation - under investigation."

Assessments: Assessments over the years were generally favorable until after the war. The following are notable:

Report for 1929 dated 10 December 1929, signed by W/C G.M. Croil, Camp Borden (had flown 99 hours ten minutes on Avro, Moth, Siskin, Fairchild, Courier and Vedette (time flown in Vancouver not included). "This officer was stationed at Camp Borden until 25 February 1929 when he proceeded to Vancouver on command. He was again transferred to Camp Borden on 14 June 1929. He was attached to the Service Squadron and took part in many of the S.S.F. [single seat fighter ?] demonstration flights this year. He is a good pilot. He has not yet developed as a regimental officer but his many transfers in a short period have probably retarded his progress.

His deportment is good. It is felt that as his service increases he will improve in service knowledge and ability and will become a good officer. He is now on leave with and without pay to attend university from 1 October 1929 to 30 April 1930.”

Report for 1930, dated 25 November 1930 and signed by W/C G.M. Croil, Camp Borden (had flown 154 hours as pilot and 12 hours as passenger): “This officer gave good service with the Siskin Exhibition Flight. He worked hard to qualify for this work and is particularly suited for it. His deportment has been satisfactory although restraint in Mess behavior is required. Of good appearance. His retention in service is recommended.”

Report for 1931, dated 21 December 1931 by S/L H.W. Hewson [?]. He had flown 9.30 dual, 244.30 solo (Siskin, Atlas, Fleet, Tom-Tit, Moth, Fairchild). “A hard working and conscientious officer whose deportment is good at all times. During the past summers operation on the Trans-Canada Air Tour he was very keen. I consider his formation and exhibition flying and attention to air discipline are exceptional. He always carries out any type of work allotted to him to the best of his ability and is a very useful officer. I am of the opinion that he is above the average and will improve with further Air Force experience as an officer.”

Report for 1932, dated 26 December 1932, signed by F/L D.A. Harding, Officer Commanding, St. Hubert detachment. He had flown 152 hours during the year. “Flying Officer McNab carried out in a most satisfactory manner the duties required of him while with RCAF St. Hubert Detachment, Quebec. Special mention can be made in regard to flying duties, which were at times of a hazardous nature. His very good judgement in day and night flying and also in adverse weather flying, mark him as a pilot above the average. He does not pay enough attention to his own physical fitness. This officer’s deportment was at all times good.”

Report for 1933, dated 1 December 1933, signed by S/L R.S. Grandy (OC, Flying Training School, Camp Borden. He had joined the unit, 5 December 1932 and flown 220.10 (8.05 dual, 212.05 solo) on training types, Siskin, Atlas and single engine cabin types. “Flying Officer McNab performs his duties in a satisfactory manner. He is very enthusiastic in all flying duties, and his enthusiasm is a great factor in keeping the morale of the unit up to a high standard. It is considered, however, that he might profitably devote more thought and energy to ground subjects. His deportment, both on and off parade is good.”

Report for 1934 dated 7 February 1935 described his duties (since 22 October 1934) as Officer Commanding No.12 Detachment, RCAF Station Winnipeg, instructor adjutant of No.12 (Army Cooperation) Squadron; he had flown 175 hours during the year. An earlier report had been made out on 20 October 1934 by W/C A.E. Godfrey, describing his recent work with Ottawa Air Station (hours given 165.40 as pilot, 8.05 as passenger): “A reliable and capable officer and an experienced pilot. As a Photographic Detachment Commander he carried out his duties in an efficient and commendable manner. This officer is neat in personal appearance and is always gentlemanly in behaviour. I consider him a desirable type of officer to have in the Service.”

A further report dated 25 April 1935 dealt with his work with No.12 Squadron - "This officer has helped us through a very trying period in the organization of this unit. His enthusiasm and his tact have been important factors in establishing good will and esprit de corps in the Squadron. At the same time his knowledge and his energy in promoting a training programme have been of splendid assistance." This was from an unnamed officer with the unit. Brigadier J.L. Gordon added, "I concur in the above report. This officer has shown keenness and energy in the performance of his duties. Good progress has been shown since the training of the unit commenced under this officer." His flying time given as 62 hours 55 minutes since taking command.

Upon return to Ottawa Air Station (15 April 1935) he again came under W/C A.E. Godfrey who reported (16 December 1935) that McNab had flown 215 hours 30 minutes as pilot (1.05 as passenger) and wrote, "A reliable and capable officer and an experienced pilot. As a Photographic Detachment Commander he carries out his duties in an efficient and commendable manner. A very good type of officer for the Service."

Report dated 16 December 1936 noted that he had been assigned to No.15 Detachment (No.15 (Fighter) Squadron), 6 April 1936 as instructor and adjutant; had flown 101.25 solo, 55 minutes dual and 4.30 as passenger. Signature seems to be that of de Niverville: "This officer has performed his duties as instructor and adjutant of No.15 (F) Squadron in an entirely satisfactory manner. He is a reliable officer and a very good flying instructor. He has an attractive personality and is popular with the officers of the squadron who think highly of him."

Report dated 23 April 1938 for duty with No.46 Squadron (joined 5 May 1937). Had flown 132 hours 35 minutes (Gauntlett, Gladiator). "This officer has performed his duties during the past twelve months with every satisfaction both in the squadron and on the station. He is trustworthy, reliable, efficient, and very keen, and is a great asset both as a pilot and as an officer generally."

Report dated 21 April 1939 for duty in No.46 Squadron; he had flown 139 hours five minutes in the past year. "A very good flight commander, reliable and painstaking. He is a first class fighter pilot and is most thorough in everything he undertakes. He has been popular with all ranks in the squadron and I consider he has done very well during his period in this country." (Air Commodore Trafford Leigh-Mallory).

Report dated 18 February 1941 by officer whose signature is illegible (possibly Air Commodore Stevenson). "Wing Commander McNab has been on so many stations in the RAF and for such short periods, that the RAF are unable to submit appropriate reports. He commanded No.1 Fighter Squadron from its arrival in England and fought the squadron well during the heavy fighting of September and October and was awarded the DFC for outstanding service. Wing Commander McNab was at his best on flying duty and his keen attention to this was probably at the expense of the Administrative side where his competence was not so apparent. In instances the War Diary of No.1 Squadron is incomplete. Wing Commander McNab would make a

valuable CO for an OTU but he should be given a good adjutant to maintain the administrative side. He did a good job for the RCAF overseas.”

Excerpt from report by Air Marshal G.O. Johnson, Air Officer Commanding RCAF Overseas, 1 May 1945 on withdrawal of RCAF presence from Digby: “Although a senior Group Captain, this officer has had little opportunity during his service career for employment on staff duties, other than a short period at Western Air Command, first in the capacity of RCAF Liaison Officer with the U.S.A.A. Forces in Seattle, and later as A.S.O.1 at the Command Headquarters. In view of the above, it is strongly recommended that Group Captain McNab be employed in an executive position in order that he will, in time, gain the required staff experience which would enable him to assume the responsibilities of a Senior Staff Officer’s position, and thus a post more commensurate with his present rank, at the same time affording him the possible opportunity of obtaining further advancement during his future Service career.”

Report by Air Vice-Marshal Ken Guthrie, Northwest Air Command, 9 April 1948: “Group Captain McNab has a very pleasing, congenial personality, and is well liked by brother officers and popular in social circles. He is an active golfer and an excellent fisherman and hunter. He takes a keen interest in flying - service and civil - and has a good knowledge of technical developments in Canada and abroad. This officer suffers from lack of earlier training in staff work, otherwise he would have a higher assessment. He should benefit from the RCAF Staff College course for which he has been accepted. Best employed on Air Staff duties or station commander.”

Excerpts from report by Air Vice-Marshal Ken Guthrie, Northwest Air Command, 18 August 1948: “I regret to advise that Group Captain McNab has not lived up to my previous opinion of his ability as a senior staff officer. His work production quota dropped dramatically and a very serious backlog of untouched or unfinished work was found in his office safe. Some of this work and covering files date back to 1947 and has been the cause of serious embarrassment to men because of the need to explain unanswered letters to Service and civilian officials alike. However, the worst feature of this situation was the creation of unnecessary backlogs at subordinate staff levels.” Guthrie went on to describe McNab as being poor at delegation, failing to follow through on verbal commitments and low concentration. Even his tenure as President of the Officers Mess Committee drew stern criticism: “...he was a poor organizer, maintained practically no supervisory control, and left the appointment with a vast amount of outstanding accounts and practically no records.”

Report dated 18 September 1950 by Air Commodore F.G. Wait (Deputy Air Member for Personnel, AFHQ) - “During the period covered by this report, G./C McNab has continued to administer his Directorate in a most capable manner. He has a solid background of Service experience which, coupled with considerable initiative, enables him to settle most of the complex problems handled by his Directorate without reference to AMP. He planned and coordinated the Ceremony of the Gates at Trenton and the Presentation and Trooping of the Colours in Ottawa.

For his efforts on these two functions he received high praise from all sides. G/C McNab is a reliable and capable staff officer.”

F.V. Heakes Papers (LAC MG.30 E546) - Excerpts under date 9 February 1939:

FIGHTER TACTICS: F/L McNab was very perturbed over his transfer to Sealand as 46 (F) Squadron had just received their first batch of Hurricanes, particularly as Group Captain Orlebar's lectures on tactics being developed at Northolt are being given to all pilots.

He stated that with the Hurricane the whole system of training both in flying and tactics has to be changed in conformity with the performances and peculiarities of the type; that the method of approach to the attack, the delivery and break away have all been changed. Newer types of attack against armour protected raiders have been evolved, using the Hurricane's excess speed.

He explained that the above could not be attempted by their Gauntlets as the lacked speed and fire power.

He also pointed out important features concerning maintenance and training in which he would completely miss and interized [sic] them, such as concerned the hydraulic systems of eight guns, a complicated engine, the increase in maintenance personnel.

He states that No.73 Squadron have run unto a great deal of trouble and have difficulty in getting 6 out of 19 serviceable.

He mentioned a most interesting point about the firing of the guns. Tests indicate that the speed drops from 250 MPH to about 220, causing the nose to drop, resulting in the first 800 rounds being merely sighting rounds.

Formation landings and take offs are not carried out in VIC but are done by aircraft in rotation.

He would have dearly loved the opportunity of remaining with his squadron at this most interesting time. I told him that matters had proceeded to far that it would be useless to try, but that I would suggest to HQ that on completion of his exchange period, I would recommend that he be given a two month attachment to a Hurricane squadron which I now do.

Excerpts under date 11 February 1939:

I am also pleased to receive the signal regarding F/L McNab's transfer. His now posting had been promulgated but not completed. I was therefor able to stop it.

As the Advanced Training Units are not equipped with Hurricane aircraft and won't be for at least a year, I arranged that he remain at 46 (F) Squadron.

I am endeavoring to arrange for his return to Canada by April 1st instead of May but will be dealing with more difficult people than those concerned with the transfer.

The importance of experienced personnel on Hurricanes is well illustrated by McNab's first flight. He was sent to Brooklands to collect a Hurricane of fly to Digby, Lincs. He ran into bad weather and, on account of an imperfectly locked compass ring, lost himself, finally landing at Castle Bromwich, Birmingham, in fog and rain.

The lesson from this is the speed with which Hurricanes cover the ground and the consequent ease of

getting lost. Courses, etc. should invariably be worked out for all flights of these aircraft and pilots be required to follow them, rather than to fly at random by visual observation.

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McNABNEY, F/O Hugh (J23726) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 29 December 1921 in Ballymenar, Ireland; home in Toronto, Ontario (printer); enlisted there 21 April 1942 and posted to No.1 Manning Depot; to No.6 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942; posted next day to No.4 BGS; to No.1 AOS, 27 December 1942; graduated and commissioned, 5 February 1943. To "Y" Depot, 19 February 1943; to RAF overseas, date uncertain. Promoted Flying Officer, 5 August 1943. Promoted Flight Lieutenant, 3 September 1944. Repatriated 13 December 1944. To No.1 Air Command, 14 January 1945. Retired 14 May 1945. Died at Humber Heights (Toronto), 21 September 2011. Medal sent by registered mail 14 February 1949. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8823 has recommendation dated 19 July 1944 when he had flown 30 sorties (159 hours 30 minutes) (although sortie list names only 29 objectives) as follows:

19 December 1943 - Berlin (7.33)
21 January 1944 - Magdeburg (6.59)
24 February 1944 - Schweinfurt (8.00)
25 February 1944 - Augsburg (7.49)

6 March 1944 - Trappes (4.03)
7 March 1944 - Le Mans (4.46)
13 March 1944 - Le Mans (4.44)
15 March 1944 - Stuttgart (8.05)
24 March 1944 - Berlin (7.35)
26 March 1944 - Essen (4.43)
10 April 1944 - Rergnier (4.51)
22 April 1944 - Dusseldorf (4.52)
24 April 1944 - Karlsruhe (6.45)
26 April 1944 - Paris (5.05)
27 April 1944 - Montzen (4.24)
30 April 1944 - Acheres (4.17)
19 May 1944 - GARDENING (5.39)
21 May 1944 - GARDENING (5.27)
22 May 1944 - GARDENING (5.00)
26 May 1944 - GARDENING (5.13)
4 June 1944 - Courseulles (4.24)
7 June 1944 - Juvisy (3.52)
22 June 1944 - Laon (4.33)
24 June 1944 - Noyelle E.C. (3.15)
25 June 1944 - Montogueil (3.18)
4 July 1944 - St.Martin (3.45)
6 July 1944 - Croixdale (3.25)
8 July 1944 - Chateau Bernapre (3.19)
12 July 1944 - GARDENING (4.00)

This officer has now completed his first operational tour consisting of 30 sorties involving a total of 159 hours.

He has always pressed home his attacks with the greatest accuracy, and has obtained many successful night photographs. His attacks have often been against the most heavily defended targets, and he has displayed a complete disregard for his personal safety and the greatest courage and coolness in the face of the enemy.

An unflinching enthusiasm and keenness to operate have been a source of inspiration to other Air Bombers, and he has done much valuable work in connection with their training.

For his courage, coolness and devotion he is most strongly recommended for the award of the Distinguished Flying Cross.

RCAF Press Release No. 1415 dated 13 December 1944 from "MacPherson" transcribed by Huguette Oates reads:

WITH CANADIANS FLYING IN THE RAF: F/L Hugh McNabney, Halifax bomber pilot, of Toronto (155 Symington Avenue), has been awarded the Distinguished Flying Cross “for fortitude, courage and devotion to duty” displayed in the course of many operations.

McNabney, formerly a compositor with the Carswell Printing Company, Toronto, was recently screened on completion of a tour of operations. Fourteen of his trips were to targets in Germany, including Berlin, Frankfurt, Magdeburg, Frankfurt, Kiel, Stuttgart and the Ruhr Valley.

What Canada’s fighting airmen call a tough tour was the experience of McNabney.

During an attack on railway yards at Juvisy just outside of Paris, before the Germans were driven back to their own borders, McNabney’s Halifax was attacked by an enemy fighter, an Me 410.

None of the bomber crew saw the enemy the first time he attacked in the pitch blackness of the night. Enemy cannon shells and machinegun bullets crashed through the Halifax, killing the rear gunner, knocked out the starboard outer engine, snapping the tail control and damaging the flying instruments so badly that they were useless.

McNabney could have been screened with the other members of his crew some time ago, but he asked for and obtained permission to do an additional four sorties. “They were all easy,” was his only comment, though flak holed his big Halifax on several occasions.

The blond, good-looking young pilot joined the RCAF in April, 1942, and arrived overseas in March, 1943.

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McNAIR, P/O Robert Wendell (J4745) - **Distinguished Flying Cross** - No.249 Squadron - Award effective 21 May 1942 as per **London Gazette** dated 22 May 1942 and AFRO 880-881/42 dated 12 June 1942. Born in Springfield, Nova Scotia, 15 May 1919. Home in Battleford, Saskatchewan. Enlisted in June 1940. Trained at No.1 ITS, No.7 EFTS and No.31 SFTS (graduated 24 March 1941). On arrival in England, posted to No.58 OTU, 12 May 1941. To No.411 Squadron, 23 June 1941. To RAF Mediterranean, 25 February 1942. To No.249 Squadron, Malta, 2 March 1942. On return to England, to No.411 Squadron, 3 July 1942. Repatriated to Canada, 14 October 1942. Taken on strength of No.3 PRC, Bournemouth, 7 March 1943. To No.412 Squadron, 11 March 1943. To No.403 Squadron (supernumerary), 15 April 1943. To No.416 Squadron, 17 May 1943. To No.421 Squadron, 19 June 1943. To No.17

Wing, 20 October 1943. To Overseas Headquarters for disposal, 12 April 1944. To No.17 Wing, 25 May 1944. To Repatriation Depot, 12 July 1944. On return to Canada attended War Staff College (January 1945) before returning to England to attend Empire Central Flying School. In late 1946 to staff duty, Directorate of Air Operations, AFHQ. To command Station Lachine, August 1950. Air Advisor to Canadian Military Mission, Tokyo, July 1951 to September 1953. Awarded Queen's Coronation Medal, 23 October 1953 while Air Attache in Tokyo; received Queen's Commendation for Brave Conduct, August 1954, for heroism following crash of a North Star at Vancouver, 30 December 1953 (see postwar awards data base for details). On return to Canada sent to Air Defence Control Centre, Lac St. Denis, Quebec. To command No.4 (Fighter) Wing, Baden-Soellingen, Germany, August 1957. Returned to Canada, September 1961 as Director of Air Plans, Northern NORAD Region Headquarters, St. Hubert as Senior Air Staff Officer. Appointed Deputy Commander, Duluth Sector Headquarters, NORAD, July 1964. Died in London, 15 January 1971. Aerial victories as follows: **27 September 1941**, one Bf.109 damaged; **13 October 1941**, one Bf.109 destroyed, one Bf.109 damaged; **18 March 1942**, one Bf.109 damaged; **20 March 1942**, one Bf.109 destroyed; **26 March 1942**, one Ju.88 destroyed, two Ju.88 damaged; **20 April 1942**, one Bg.109 destroyed, one Ju.88 damaged; **25 April 1942**, two Bf.109 damaged, one Ju.87 damaged, one Ju.88 damaged; **22 May 1942**, one Bf.109 destroyed; **25 May 1942**, one Bf.109 probably destroyed; **10 June 1942**, one Bf.109 destroyed; **19 July 1942**, one Do.217 damaged; **19 August 1942**, one FW.190 probably destroyed, Dieppe; **20 August 1942**, one FW.190 damaged, Cayeur; **20 June 1943**, one FW.190 destroyed; **24 June 1943**, one FW.190 destroyed south of Fecamp; **6 July 1943**, one Bf.109 destroyed north of Amiens; **9 July 1943**, one Bf.109 damaged over Thielt; **10 July 1943**, one Bf.109 destroyed near Bernay; **31 August 1943**, one Bf.109 destroyed south of Ghent; **3 September 1943**, one Bf.109 destroyed north of Evreux; **5 September 1943**, one Bf.109 damaged near Deynes; **6 September 1943**, one FW.190 destroyed, Beaumont le Roger; **3 October 1943**, one FW.190 destroyed, Heusen. RCAF photo PL-4581 (ex UK-323) shows him with Prime Minister Mackenzie King about early 1942. Photo PL-15946 (ex UK-3800 dated 11 May 1943) shows him as Flight Lieutenant in front of his Spitfire. Photo PL-19811 (ex UK-5599 dated 18 October 1943 is of F/L W.E. Harten (Sault Ste. Marie, left), S/L R.E. McNair (North Battleford, centre) and F/L Alan Edward Fleming (Smith Falls, Ontario, right), CO and flight commanders of No.403 Squadron. Photo PL-19869 (ex UK-5439 dated 7 October 1943) is captioned as follows: "Burn scars which are slowly fading still mark the face of Squadron Leader Robert A. (Buck) McNair, DFC and Bar, of North Battleford, Saskatchewan, a top-scoring fighter ace who suffered the burns when he fell in flames from his burning Spitfire within a few miles of the French coast in July 1943. His parachute cords were charred and he grasped them near the chute cloth to lower himself into the Channel, his Mae West life preserver was partly burned and he had to blow it up throughout the time he was in the water because his rubber dinghy was useless due to fire. After a short stay in hospital he returned to his Red Indian squadron and by October 3, 1943 got three more Jerries to raise his total to 16 German planes destroyed. He had another narrow escape when he got his 16th Jerry. His engine exploded 30 miles inside Holland and fire and smoke poured over his craft just as he fired at and destroyed his 16th (MUST GET REST OF CAPTION). Photo PL-19878 (ex UK-5448 dated 7 October 1943) shows him with his golden retriever dog, "Peter", in the garden of an English estate where

RCAF advanced base is located. PL-22164 (ex UK-5818 dated 1 November 1943) shows W/C R.W. McNair and S/L R.A. Buckham. Photo PL-23764 is a portrait. RCAF photo PL-33982 (ex UK-16369 dated 9 November 1944) shows him with his wife after investiture. RCAF photo PL-33975 (ex UK-16362 dated 9 November 1944) shows W/C R.W. McNair with his wife and W/C G.C. Keefer with his wife. See Miles Constable website entry; H.A. Halliday, **The Tumbling Sky**; Norman Franks, **Buck McNair: Canadian Spitfire Ace** (Grub Street, 2001).

This officer is a skilful and courageous pilot. he invariably presses home his attacks with the greatest determination irrespective of odds. He has destroyed at least five and damaged seven enemy aircraft. Four of these he damaged in one combat.

McNAIR, S/L Robert Wendell (J4745) - **Bar to Distinguished Flying Cross** - No.421 Squadron - Award effective 30 July 1943 as per **London Gazette** of that date and AFRO 2507/43 dated 2 December 1943.

This officer is a skilful and determined fighter whose record achievement and personal example are worthy of high praise. Squadron Leader McNair has destroyed ten hostile aircraft, five of them whilst serving in the Middle East, and damaged a number of others.

McNAIR, S/L Robert Wendell, DFC (J4745) - **Second Bar to Distinguished Flying Cross** - No.421 Squadron - Award effective 7 October 1943 as per **London Gazette** dated 26 October 1943 and AFRO 358/44 dated 18 February 1944.

Squadron Leader McNair is a tenacious and confident fighter whose outstanding ability has proved an inspiration to the squadron he commands. He has completed a large number of sorties and has destroyed fifteen and damaged many other enemy aircraft. His keenness has been outstanding.

McNAIR, W/C Robert Wendell, DFC (J4745) - **Distinguished Service Order** - No.126 Wing - Award effective 5 April 1944 as per **London Gazette** dated 14 April 1944 and AFRO 1020/44 dated 12 May 1944.

Since being awarded a second Bar to the Distinguished Flying Cross, Wing Commander McNair has completed many further operational sorties and destroyed another enemy aircraft, bringing his total victories to at least sixteen enemy aircraft destroyed and many others damaged. As officer commanding his wing he has been responsible for supervising intensive training in tactics. The results achieved have been most satisfactory. The wing, under his leadership, destroyed at least thirteen enemy aircraft. Throughout, Wing Commander McNair has set a magnificent example by his fine fighting spirit, courage and

devotion to duty both in the air and on the ground. He has inspired his pilots and confidence and enthusiasm.

McNAIR, S/L Robert Wendell, DSO, DFC (21047) - **Croix de Guerre avec Palm (France)** - AFRO 485/47 dated 12 September 1947 and **Canada Gazette** dated 20 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:

One of Canada's most outstanding fighter pilots, this officer combined high qualities of leadership with absolute fearlessness. He has personally destroyed seventeen aircraft, most over French territory. Throughout the Normandy campaign he was Wing Commander Operation of No.17 Royal Canadian Air Force Fighter Sector.

McNAIR, S/L Robert Wendell, DSO, DFC (21047) - **Chevalier of the Legion of Honour (France)** - AFRO 485/47 dated 12 September 1947 and **Canada Gazette** dated 20 September 1947.

NOTE: The Operational Record Book of No.411 Squadron, under date 19 February 1944, is interesting for a word on his leadership:

In the afternoon the Wing was given a talk by W/C Buck McNair who told all the pilots to smarten up and get ready for the coming fight. He really laid into the pilots and I'm sure his talk will have a lasting effect on all of them,

RCAF Press Release No.867 dated 20 October 1942, transcribed by Huguette Oates, reads:

One of the little band of Spitfire pilots who defended the Island of Malta during her zero hour, and veteran of fourteen months of operational flying in England, and the Middle East, F/L Robert Wendell "Buck" McNair, DFC., has returned to Canada for a well-earned rest at his home at North Battleford, Saskatchewan. He arrived in Ottawa today, October 20th. Widely known in the RCAF and RAF for his ebullient personality as well as for his brilliant operational record, the 23-year-old son of a C.N.R. engineer is to have his first long leave since he embarked for overseas in April of 1941 with a brand new pair of wings, won at Kingston S.F.T.S.

Since that time, he has distinguished himself on two fronts; has shot down nine and probably destroyed or damaged many more enemy aircraft; has himself been shot down once; has been awarded the Distinguished Flying Cross, and has become a flight commander in an RCAF Spitfire squadron in England. In the latter capacity, he took a prominent part in the recent Dieppe show.

Born in Springfield, Nova Scotia, and educated in Edmonton and Prince Albert, McNair is of the genial but competent type who takes his job much more seriously than he takes himself. The result is that his success in the RCAF was assured soon after he arrived overseas. From July until February of 1942, he served with an RCAF squadron in Britain, and then was chosen to go to hard-pressed Malta with an RAF squadron. He was already a seasoned veteran, having taken part in many sweeps and having been forced to bail out into the Channel after being shot down by an Me109. It was typical of McNair that, when his own disabled Spit was fast losing altitude, he managed to catch the circling Hun on his sights and spattered him with accurate fire. When McNair was picked up by the Royal Navy Rescue launch, its crew reported that he had probably destroyed his adversary.

He arrived in Malta at a time when the enemy was playing havoc with the Island's air defenses, and when RAF fighters almost invariably had to contend with odds of from three to one up to ten to one. In spite of this, the Hurricanes of that period were more than a match for the Me109's and Ju88's of the Huns, and the Macchi 202's and Reggiani 2001's of the Italians. "We were often shot up while taking off, and shot up again while landing," McNair recalls.

Then, when Spitfires were brought in to replace the aging Hurricanes, the first batch was shot up by the enemy while still on the ground. Later, however, McNair was one of a small number of senior pilots chosen to go to Gibraltar and guide back another force of Spits which had been carried part of the way on the carrier Eagle. This time, the Spits got into the air over Malta and from that time onward, Britain held control above the beleaguered Isle.

On his best day, McNair destroyed or probably destroyed four Huns. But the incident which he recalls most clearly and which helped to earn him his "gong" was the destruction of a Ju88 reconnaissance plane which was scooting home with newly taken pictures. "I was just about to land when I saw the Ju88 buzzing off homewards", he recalls. "I didn't have any too much fuel, but anyhow, I took after the Hun and chased him all the way to Sicily before I managed to overhaul him and shoot him down. When I got home, I had barely a quiver left in my petrol gauge, but I had had a lot of satisfaction."

Indicative of the tremendous difference which the advent of the Spitfires made to Malta's defenses is his recollection that, in the first few days after the high-powered British fighters arrived, they and the ground defenses bagged no fewer than 72 enemy aircraft. And incidently, McNair insists that the Spitfire is still the greatest fighting aircraft in the world. And having flown, fought or seen most of them, he should know.

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McNAMARA, FS Joseph Gerard (R269111) - **Distinguished Flying Medal** - No.153 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 22 January 1926. Home in Thorold, Ontario; enlisted in Hamilton, 13 August 1943 and posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 19 September 1943. To No.6 BGS, 31 October 1943; to No.9 BGS, 12 November 1943. Promoted LAC, 2 January 1944; promoted Sergeant, 11 February 1944. To No.4 Aircrew Graduated Training School, 25 February 1944. To "Y" Depot, 22 March 1944. Taken on strength of No.3 PRC, 30 March 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. To No.10 Release Centre, 2 November 1945. To Air Navigation School, 20 November 1945. To No.2 Release Centre, 1 January 1946. Retired. 8 January 1946. DFM presented 15 April 1948.

Throughout numerous attacks against heavily defended targets in Germany and occupied countries, Flight Sergeant McNamara has displayed commendable courage and devotion to duty. On one occasion during a sortie to Bottrop he was gunner in an aircraft which was attacked by an enemy fighter. In the ensuing combat his aircraft was so badly damaged that the captain gave the order to prepare to abandon it. Flight Sergeant McNamara requested to be allowed to continue firing his guns. In consequence of his cool skill the enemy aircraft was destroyed.

RCAF photo PL-43359 (ex UK-20609 dated 18 April 1945) has the following caption: "With everyone in the crew but the skipper parachuting to earth from their flaming Lancaster, Flight Sergeant G. McNamara (left), 19-year old gunner from Thorold, Ontario, remained at his post to shoot down their Nazi attacker, a Ju.88. 'Hold it, skipper' he urged his pilot, Flying Officer D.B. Freeborn of Chapleau and Ottawa at the right when the latter advised him it was time to jump. The crew baled out safely in friendly territory after Freeborn had nursed the fiery aircraft back to the Rhine."

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McNAMARA, Sergeant Reginald (R101601, later J18506) - **Distinguished Flying Medal** - No.427 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2437/43 dated 26 November 1943. Born in Blackburn, Lancashire, 8 October 1922. Home in Carman, Manitoba; served in Royal Canadian Artillery; enlisted in RCAF in Winnipeg, 21 April 1941 and posted to No.1 Manning Depot. To No.4 WS, 3 June 1941. Promoted LAC, 4 September 1941. To Trenton, 27 February 1942; to No.6 BGS, 11 April 1942; graduated and promoted Sergeant, 11 May 1942. To "Y" Depot that date. To RAF overseas, 13 June 1942; further trained at No.7 Air Gunner School (Stormy Down), No.22 OTU (Wellesborne) and No.1659 Conversion Unit. Commissioned 25 August 1943 (J18506).

Repatriated 7 June 1945. Released from RCAF 25 September 1945. Died in Winnipeg, 21 January 1999 as per **Short Bursts** (Air Gunner Association Newsletter). DFM presented 11 August 1948. DFC presented 11 June 1949. Photo PL-32379 shows him.

Sergeant McNamara has successfully completed a number of sorties during which he has displayed a very high degree of skill and initiative during a flight to Peenemunde. Before reaching the target his aircraft was attacked by a Focke Wulf 190 but, handling his guns with cool determination, Sergeant McNamara returned the fire and was successful in shooting down the enemy aircraft. He has at all times displayed calm and quiet efficiency in the execution of his duty.

NOTE: He flew all his first four sorties with Sergeant (later P/O) W.H. Schmitt (awarded DFC). The Operational Record Book of No.427 Squadron lists them as being on the following operations:

On Wellingtons

15 January 1943 - Lorient
4 February 1943 - Lorient
7 February 1943 - Lorient
13 February 1943 - Lorient
14 February 1943 - Cologne
16 February 1943 - Lorient
26 February 1943 - Cologne
3 March 1943 - Hamburg (early return)
12 March 1943 - Essen
26 March 1943 - Duisburg
29 March 1943 - Bochum
14 April 1943 - Stuttgart
16 April 1943 - Mannheim
27 April 1943 - Duisburg

On Halifaxes

11 June 1943 - Dusseldorf
9 July 1943 - Gelsenkirchen
13 July 1943 - Aachen
24 July 1943 - Hamburg
25 July 1943 - Essen
27 July 1943 - Hamburg
29 July 1943 - Hamburg
9 August 1943 - Mannheim
17 August 1943 - Peenemunde

22 August 1943 - Leverkusen

P/O Schmitt is posted to No.23 OTU, 8 September 1943 and it may be assumed the whole crew was posted at this time.

The ORB contains the following report for 17/18 August 1943. Halifax DK 227 "V" was airborne 2120 hours, returned a 0435 hours. The crew was Sergeant W.H. Schmitt, RCAF, commissioned and decorated for the same action). Other members of the crew were P/O A.H. Fernand (RAF, navigator), P/O G.L. Vogan (RCAF, bomb aimer, later awarded DFC), Sergeant S. Fahner (RCAF, WOPAG), Sergeant R. McNamara (RCAF, rear gunner), Sergeant L.S. Gray (mid-upper gunner), and Sergeant H.W. Wood (RCAF, flight engineer).

Target - Peenesmunde - Bomb load, 1 x 2,000-lb, 8 x 500-lb. Attacked primary target at 0042 hours from 6,500 feet on centre of green TI [target indicators] green markers in bomb sight. After releasing bomb load was attacked by an Me.109 which did considerable damage making holes in wing, port tyre and holing port rudder. The e/a [enemy aircraft] was shot down on its fourth attack. Considered to be a good concentrated attack.

The Combat Report filed afterwards is a bit confusing; it gives a different serial number, mentions only **three** attacks and describes the damage sustained differently.

While returning from operations on Peenemunde, Halifax aircraft "V" serial DK268 of No.427 Squadron was intercepted by an enemy fighter. Recognized by both gunners to be a ME.109F at a position of 54°10' N, 13° 35' E. The attack occurred at 0046 hours. The Halifax was flying a course of 296° M at a height of 6,000 feet at T.A.S. 205 m.p.h. Visibility was excellent, there was no cloud with full moon.

The rear gunner first sighted the enemy aircraft on the starboard quarter below at 600 yards. Combat manoeuvre was ordered by way of a diving turn to starboard. The rear gunner opened fire with a short burst. The enemy broke his attack off to the port quarter down. The next attack occurred from the port beam. The enemy opened fire at 600 yards but broke off again when the mid upper returned fire with a long burst. The final attack was from the port quarter down. Evasive action was taken by a corkscrew starting to port. Both gunners opened fire at 600 yards and the fighter broke off his attack and dived towards the ground enveloped in flames and was seen to crash on the ground.

There was damage to the Halifax to the extent of two cannon shells in the port tyre. The rear gunner fired 1,000 rounds and the mid-upper gunner 500 rounds from all four guns. There was no stoppage.

McNAMARA, F/L Reginald, DFM (J18506) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945.

This officer has a splendid record of operational flying. He has completed many sorties against important targets in enemy territory since the award of the Distinguished Flying Medal. As gunnery leader in his squadron he has trained its gunners to a high standard of skill and efficiency and by his own courage and vigilance on operations has set a fine example to all.

The original recommendation was drafted 31 March 1945 by W/C F.W. Ball when he had flown a total of 44 sorties (251 hours 55 minutes) of which 18 sorties (97 hours 45 minutes) were since his previous award. Described as Squadron Gunnery Officer. Sortie list and submission as follows:

13 January 1943 - Lorient (5.45)
4 February 1943 - Lorient (6.50)
7 February 1943 - Lorient (6.30)
13 February 1943 - Lorient (7.25)
14 February 1943 - Cologne (6.15)
16 February 1943 - Lorient (5.05)
26 February 1943 - Cologne (6.15)
3 March 1943 - Hamburg (50 minutes, duty not carried out)
12 March 1943 - Essen (5.35)
26 March 1943 - Duisburg (6.00)
29 March 1943 - Bochum (5.30)
14 April 1943 - Stuttgart (8.20)
16 April 1943 - Mannheim (8.00)
26 April 1943 - Duisburg (5.30)
11 June 1943 - Dusseldorf (5.15)
3 July 1943 - Cologne (6.15)
9 July 1943 - Gelsenkirchen (6.30)
13 July 1943 - Aachen (5.45)
24 July 1943 - Hamburg (5.30)
25 July 1943 - Essen (4.45)
27 July 1943 - Hamburg (5.30)
29 July 1943 - Hamburg (5.45)
30 July 1943 - Remscheid (5.50)
9 August 1943 - Mannheim (6.45)
17 August 1943 - Peenemunde (7.15)
22 August 1943 - Leverkusen (5.15)
* * * * *
5 August 1944 - St. Leu d'Esserent (5.00)
16 August 1944 - Kiel (5.10)

9 September 1944 - Le Havre (3.15)
 10 September 1944 - Le Havre (3.45)
 11 September 1944 - Castrop Rauxel (4.55)
 15 September 1944 - Kiel (5.15)
 27 September 1944 - Bottrop (5.00)
 30 September 1944 - Sterkrade (4.35)
 2 November 1944 - Dusseldorf (5.05)
 16 November 1944 - Julich (4.50)
 18 November 1944 - Munster (6.05)
 2 December 1944 - Hagen (6.05)
 2 January 1945 - Cologne (6.15)
 28 January 1945 - Stuttgart (7.15)
 2 February 1945 - Wanne Eickel (6.05)
 21 February 1945 - Worms (7.40)
 2 March 1945 - Cologne (6.05)
 21 March 1945 - Rheine (5.25)

This officer, since being awarded the Distinguished Flying Medal in October 1943, has completed one operational tour, one non-operational instructional tour, and at this date is well on the way to completing his second operational tour. He is Gunnery Leader of this squadron and has played an an important part in attaining a high standard of skill which is maintained among the squadron air gunners. He has displayed outstanding leadership in the organizing and execution of operational sorties. His personal courage and confidence is an inspiration to all aircrew in the squadron. It is most strongly recommended that his efforts be rewarded with the non-immediate award of the Distinguished Flying Cross.

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McNAMEE, F/O Gordon Andrew (J26351) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born in Tugacki, 1923; home in Moose Jaw, Saskatchewan; enlisted in Regina, 30 January 1941. Trained at No.2 ITS (graduated 14 July 1942), No.19 EFTS (left 9 October 1942), No.5 BGS (graduated 7 March 1943) and No.2 AOS (graduated 14 May 1943). Commissioned 1943. Postwar service with RCAF in Administration Branch (15416). Medal presented by AOC Training Command, 4 December 1952 while at Officer School, London. Died 26 December 2008 in Moose Jaw as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2009. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". Public Records Office Air 2/8882 has recommendation dated 20 September 1944 when he had flown 50 sorties (212 hours 47 minutes), 19 February to 17 September 1944.

* denotes counted as 1/3 operation

19 February 1944 - Leipzig (8.20)
2 March 1944 - Merton-les Mercaix (5.35)*
7 March 1944 - Le Mans (6.05)*
13 March 1944 - Le Mans (5.40)*
15 March 1944 - Stuttgart (4.20), DNCO
18 March 1944 - Frankfurt (6.10)
22 March 1944 - Frankfurt (6.35)
24 March 1944 - Berlin (7.15)
26 March 1944 - Essen (5.45)
30 March 1944 - Nuremburg (7.15)
9 April 1944 - Villeneuve St.George (5.25)*
10 April 1944 - Ghent (4.15)*
20 April 1944 - Lens (4.30)*
22 April 1944 - Dusseldorf (5.25)
24 April 1944 - Karlsruhe (7.15)
26 April 1944 - Essen (4.30)
1 May 1944 - St.Ghislain (4.05)
9 May 1944 - St.Valery en Caux (3.35)
11 May 1944 - Boulogne (3.25)
12 May 1944 - Louvain (4.30)
5 June 1944 - Longues (3.08)
7 June 1944 - Foret de Cerisy (3.25)
16 June 1944 - Rennescure (2.00)
23 June 1944 - Coubronne (1.50)
24 June 1944 - Middle Straete (1.54)
27 June 1944 - Oisemont-au-Bois (2.18)
28 June 1944 - Metz (5.06)
30 June 1944 - Villers Bocage (2.36)
2 July 1944 - Oisemont-au-Bois (2.16)
4 July 1944 - Biennaise (2.19)
5 July 1944 - Watten (1.38)
6 July 1944 - Croixdale (2.25)
7 July 1944 - Caen (2.42)
12 July 1944 - Acquet (2.33)
17 July 1944 - Caen (2.29)
18 July 1944 - Acquet (1.32)
20 July 1944 - Bottrop (3.20)
23 July 1944 - Kiel (5.03)
24 July 1944 - L'Hey (1.46)
25 July 1944 - Foret du Croc (2.22)
28 July 1944 - Stuttgart (6.31)
30 July 1944 - Battle Area (2.16)

1 August 1944 - Belle Croix (1.51)
3 August 1944 - Nieppe (2.02)
25 August 1944 - Russelsheim (7.00)
27 August 1944 - Homburg (3.01)
28 August 1944 - Fromental (2.11)
29 August 1944 - Stettin (8.44)
1 September 1944 - Pourchinte (2.16)
5 September 1944 - Le Havre (2.17)
6 September 1944 - Le Havre (2.12)
8 September 1944 - Le Havre (2.20)
10 September 1944 - Le Havre (2.16)
12 September 1944 - Wanne Eickel (3.13)
17 September 1944 - Boulogne (1.55)

Flying Officer McNamee is an outstanding Air Bomber in one of the finest crews in the squadron. He has taken part in many sorties against such heavily defended enemy targets as Stuttgart, Essen and Frankfurt. The crew of which he is a key member is, almost invariably, employed on special duties of a highly dangerous and important nature. On many occasions their aircraft has been badly shot up over the target area, but this factor has not influenced Flying Officer McNamee to swerve from his allotted task, of dropping his bombs on the proper objective. By his fearlessness and devotion to duty under the most trying circumstances he has inspired his crew on to greater efforts and set a fine example to all aircrew.

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McNAUGHTON, F/O Alexander Hosmer (J20933) - **Commended for Valuable Services in the Air** - No.15 Service Flying Training School - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 19 February 1920. Home in Calgary, Alberta; enlisted there 31 July 1941. To No.2 Manning Depot, 19 September 1941; to No.5 BGS, 3 January 1942 (non-flying duties). To No.7 ITS, 28 February 1942 (graduated 24 April 1942), posted to No.6 EFTS (graduated 31 July 1942) and No.10 SFTS (graduated and commissioned 20 November 1942). To No.2 Flying Instructor School, 4 December 1942; promoted Flying Officer, 20 May 1943; to No.15 SFTS, 5 February 1944; to No.2 Flying Instructor School (again), 14 August 1943, serving there until 19 February 1945. Released 17 April 1945. Certificate sent 7 July 1945.

This officer has shown a high standard of efficiency as an instructor and now as a flight commander in carrying on this work to help graduate good students in a most excellent manner. His work at all times has been most praiseworthy. He has shown excellent leadership.

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McNAUGHTON, S/L Andrew Robert Leslie (C1221) - **Air Force Cross** - RCAF Station Rockcliffe (Test and Development Establishment) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Shalford, England, 21 July 1916, a son of General A.G.L. McNaughton (RCAF press release announcing award and obituary notice); educated at Loyola (Montreal), Royal Military College and McGill University. Employed on electrical research with Canadian General Electric before the war. Enlisted 9 October 1939 at Ottawa. Flight Lieutenant as of 15 August 1941. To Test and Development Establishment, 12 October 1941. Promoted Squadron Leader and posted to AFHQ, 11 July 1943. To Rockcliffe, 6 February 1944. Released 29 January 1946. Medal presented 11 April 1949. Died in Chula Vista, California, 18 July 1999. Governor General's Records (RG.7 Group 26 Volume 59, file 190-I, dossier 7) has citation; when recommended he had flown 1,480 hours.

This officer has displayed outstanding initiative, energy and inventive genius in his work and has thereby, for a period of three years, played a notable part in many developments in armament which have contributed greatly to the successful conduct of both the operational and the training aspects of the war. He has performed duties over and above what is normally expected, such as usually personally conducting air tests concerning armament development which were generally of a hazardous nature. During the course of these tests he has displayed unusual skill as a pilot and has flown a very wide variety of types of aircraft.

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McNAUGHTON, F/O Duncan Anderson (J25956) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born in Cornwall, Ontario, 7 December 1910. Educated in Kelowna (1916-1927), University of Southern California (1927-1933), California Institute of Technology (1933-1934) and Harvard (1938-1939, Geology). Employed by Grange Mining Company (Columbia, 1934-1935), Canadian Geological Survey (1935-1938, seasonal) and Texas Petroleum Company (Bogota, June 1939 to January 1942.. Enlisted in Ottawa, 2 February 1942 and granted leave without pay until 13 March 1942 when posted to No.1 Manning Depot. To No.1 ITS, 18 July 1942 (graduated 11 September 1942 and promoted LAC); to No.9 EFTS, 11 September 1942 (graduated 18 December 1942); to No.5 SFTS (graduated and commissioned 30 April 1943). To "Y" Depot, Halifax, 14 May 1943; embarked from Canada, 23 June 1943; disembarked in Britain, 1 July 1943. To No.15 (Pilots) AFU, 17 August 1943. Promoted Flying Officer, 30 October 1943. To No.24 OTU, 14 December 1943. To No.61 Base, 24 March 1944. Attached to No.1664 Conversion Unit, 2 April to 6 May 1944. To No.428 Squadron, 6 May 1944. To No.405 Squadron, 6 August 1944. Attached to Night Training Unit, 7-22 August 1944. Promoted Flight Lieutenant, 19 November 1944, To RCAF Overseas Headquarters, 8 March 1945. To No.427 Squadron, 18 June 1945. Repatriated 8 August 1945; released 11 October 1945. DFC and Bar presented 20 February 1948. Photo PL-31647 (ex UK-13585 dated 14 August 1944) is captioned as follows: "Flight Sergeant P.F. Hunt of West Saint John, N.B., atop the rear turret of his Bison squadron Halifax is congratulated by his skipper, Flying Officer

Duncan McNaughton, Kelowna, B.C., for shooting down a Ju.88 recently. He got the Nazi in an RCAF Bomber Group smash at rail yards near Paris." RCAF photo PL-45523 (ex UK-24067 dated 13 August 1945) shows him packed and ready to take the train from the Repatriation Depot (Torquay) to the boat heading for Canada. Caption says he had completed 56 trips in two tours and that he was "well known in sporting circles around British Columbia." No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Article by Doug Small (**Ottawa Sunday Sun**, 9 May 1993) says he was a Canadian Olympic Gold Medallist (high jump, 1932 games). Then earned a BA, M.Sc and Ph.D. (University of Southern California) and worked as geologist (including time at the Canadian Museum of Natural History). Flew two tours (57 missions). Postwar went on to geology, retiring to Austin, Texas. The article describes him in the '30s as "a handsome, devil-may-care kid in a family of academics" and endowed in old age with "charm and self-deprecating wit." Died in Austin, 15 January 1998. Public Records Office Air 2/9039 has recommendation dated 21 October 1944 when he had flown 34 sorties (151 hours 44 minutes).

7 May 1944 - St.Valerie (3.35)
9 May 1944 - St.Valerie (3.25)
12 May 1944 - Louvain (4.25)
22 May 1944 - Le Mans (5.30)
31 May 1944 - Au Fuere (5.15)
7 June 1944 - Paris (4.50)
10 June 1944 - Versailles (5.15)
16 June 1944 - Pas de Calais (4.35)
21 June 1944 - Pas de Calais (4.40)
24 June 1944 - Pas de Calais (4.25)
25 June 1944 - Pas de Calais (4.05)
27 June 1944 - Pas de Calais (3.45)
28 June 1944 - Metz (6.30)
4 July 1944 - Paris (6.00)
18 July 1944 - Caen (4.25)
19 July 1944 - Wesselring (5.30)
20 July 1944 - Pas de Calais (3.35)
24 July 1944 - Pas de Calais (3.30)
25 July 1944 - Stuttgart (8.15)
28 July 1944 - Hamburg (5.30)
30 July 1944 - Normandy (4.05)
1 August 1944 - Pas de Calais (3.05)
3 August 1944 - Harsebrouck (3.30)
27 August 1944 - Homberg (3.05)
29 August 1944 - Stettin (8.30)
6 September 1944 - Emden (3.57)
12 September 1944 - Wanne Eickel (3.23)

27 September 1944 - Bottrop (3.23)
30 September 1944 - Bottrop (3.12)
6 October 1944 - Sterkrade (3.05)
11 October 1944 - Fort Frederick Hendrik (2.12)
14 October 1944 - Duisburg (4.00)
15 October 1944 - Wilhelmshaven (4.01)
19 October 1944 - Stuttgart (5.16)

Flying Officer McNaughton is a very efficient and keen Captain of a crew who is now near completion of his first tour of operations. Under a calm and quiet manner he has a fine offensive spirit in action, which inspires confidence in his entire crew. By his cheerfulness, courage and unselfish devotion to duty, he has set an excellent example which has been an inspiration to the other aircrew and aims to be achieved by all members of the squadron. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

McNAUGHTON, F/L Duncan Anderson, DFC (J25956) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945.

This officer continues to display courage and determination on air operations. Since the award of the Distinguished Flying Cross he has completed many further operational sorties, some of which have necessitated remaining over the target area for a considerable period. At all times he has proved himself to be an excellent leader. His skill, tenacity and devotion to duty have always been of a high standard.

Notes: On repatriation form dated 23 July 1945 he stated he had flown 56 sorties (280 operational hours), the last on 1 March 1945; also 261 non-operational sorties. Types experienced overseas were Oxford (80 hours), Whitley (80), Halifax II and V (50), Halifax III (100) and Lancaster(231). Had taken a Tactics Course at Warboys. Application for Operational Wing dated 2 March 1945 claimed 38 sorties on first tour and 18 on second tour (258 hours 21 minutes), 7 May 1944 to 1 March 1945.

Training: Attended No.1 ITS, 20 July to 11 September 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 831 points of a possible 1,000. Placed 25th in a class of 59. "A cool, conscientious, mature, self-confident airman with a fine educational background and extensive civil experience. Has applied himself well and shown good deportment throughout the course. Second Aircrew Recommendation - Air Navigator." (W/C E.W. Kennick).

Attended No.9 EFTS, 12 October to 18 December 1942. Tiger Moth aircraft - 8.50 dual to first solo, 34.45 day dual, 28.05 day solo, 3.30 night dual, 30 minutes night solo. Was 10.10 on instruments; logged 12.30 in Link. Courses in Navigation, Airmanship, Armament (written), Aircraft Recognition and Signals (written). Scored 476 points of a possible 700. Placed 35th in a class of 41. "A pupil of outstanding appearance and athletic ability, but whose ability as a pilot and in G.I.S. is just average. Link assessment 67 per cent. Above average intelligence; could do better with more application. Conduct and deportment good." (F/L D. Doyle).

Attended No.5 SFTS, 29 December 1942 to 30 April 1943. Anson aircraft - 8.45 dual to first solo, 60.50 total day dual, 61.10 day solo, 8.15 night dual, 8.15 night solo. Was 13.20 in formation and 26.10 on instruments. Logged 25 hours in Link. Ground examinations in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Signals (written and practical), and Meteorology. Scored 640 points of a possible 750. Placed tenth in a class of 57. "An average pilot with an outstanding educational and athletic background. He is a very good type, well regarded by both his instructors and classmates."

Attended No.15 (Pilots) AFU, 14 September to 14 December 1943. Oxford aircraft -7.25 dual to first day solo, 28.00 total day dual, 26.50 day solo; 4.50 night dual to first night solo, 9.25 total night dual, 11.05 night solo. Was 6.25 in formation, 14.40 on instruments, logged 10.45 in Link. Flying tests in General Flying (250/400), Applied Flying (130/200), Instrument Flying (150/250), Night Flying (60/100) and Link (30/50). "A good average pilot who flies intelligently. Should make a good captain of aircraft."

Attended No.24 OTU, 17 December 1943 to 1 March 1944. Whitley aircraft - 3.00 day dual to first day solo, 8.45 total day dual, 13.45 day at controls with screened captain, 25.40 day as sole captain; 2.30 night dual to first night solo, 3.55 total night dual, 7.35 night at controls with screened captain, 36.35 night as sole captain. Was 62.45 on instruments and logged 65.05 in Link. "An ex-AFU pilot of average ability who converted without trouble. A keen and reliable captain who has good control over his crew. He did four day and four night cross-counties at heights between 3,000 feet and 15,000 feet. Also one Bullseye. Carried out one successful forced landing without Airspeed Indicator, Carried out three fighter affiliation exercises by day and one by night," Flying tests in General Flying (232/400), Applied Flying (116/200), Instrument Flying (145/250), Night Flying (58/100) and Link (29/50). No marks shown for ground examinations.

Attended No.1664 Conversion Unit, 3 April to 2 May 1944. Crewed were J25956 F/O D.A. McNaughton (captain), J27491 F/O V.J. Small (navigator), J28892 F/O G.L Gilbert (bomb aimer, later DFC), R119130 Warrant Officer T.W. McEachern (WOP, later DFC), 621781 Sergeant R.A. Forsdyke (RAF flight engineer, later commissioned and DFC), R254704 Sergeant K.A.T. Harper (mid-upper gunner) and R201917 Sergeant P.F. Hunt (rear gunner, later commissioned and awarded DFC). McNaughton described as "A good average pilot. He has worked extremely hard and seems very keen on his job. General flying good although night flying could be improved." He flew 14 hours 25 minutes dual and 36.20 solo.

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McNAUGHTON, P/O Jack Grant (J87880) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 16 August 1923 in Oshawa; home in Merritton, Ontario. Home in Merritton, Ontario; enlisted in Hamilton, 6 April 1942 and posted to No.5 Manning Depot. To No.9 SFTS (guard), 25 May 1942. To No.6 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942; to No.4 AOS, 26 September 1942; graduated 22 January 1943 and promoted Sergeant. To "Y" Depot, Halifax, 5 February 1943; to RAF overseas, 8 March 1943. Promoted Flight Sergeant, 22 July 1943. Commissioned 30 June 1944. Repatriated 27 November 1944. Promoted Flight Lieutenant, 30 December 1944. To No.1 Air Command, 18 January 1945; to No.4 BGS, 24 January 1945; to No.1 Air Command, 18 February 1945; to No.16 SFTS, 22 March 1945; released 25 May 1945. Medal presented at Stamford Centre, Ontario, 7 August 1949. Died in St.Catharines, Ontario, 23 April 2010 as per **Legion Magazine** "Last Post" column, September/October 2010.

This officer in the role of navigator has completed numerous sorties against a wide range of targets in Germany, including Berlin, Essen and Dusseldorf. He is a highly skilled and resolute member of aircraft crew whose navigational ability has contributed in a large way to the success of many missions.

DHH file 181.003 D.2611 (Library and Archives RG.24 Volume 20627) has the original recommendation drafted by W/C A.J. Lewington on 26 September 1944 when he had flown 34 sorties (182hours 40 minutes):

This officer has now completed 34 sorties over a wide variety of targets in Germany and France including such heavily defended areas as Berlin, Essen (2), Dusseldorf and Karlsruhe.

On one occasion when attacking Karlsruhe they were forced to fly through very heavy icing conditions that rendered his navigational aids (H2S, A.P.I., A.S.I.) unserviceable. Despite this terrific handicap, he coolly and skillfully kept his aircraft on track throughout the entire trip and the target was successfully bombed.

Pilot Officer McNaughton has repeatedly shown great resourcefulness and initiative throughout his tour, and his outstanding ability and strong sense of duty have proven an inspiration not only to his crew, but to the entire squadron. I consider in every way he fully merits the immediate award of the Distinguished Flying Cross.

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McNEA, WO2 Gerald (Can 10115) - **Mention in Despatches** - No.10 Squadron (Canada) - Award effective 1 January 1944 as per **Canada Gazette** and **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 2 December 1920 at Toronto (RCAF press release 2659 announcing award). Home there; enlisted 24 April 1939. Remained in postwar RCAF (retaining number); retired 6 July 1970 to St. Bruno, Quebec.

Warrant Officer McNea as NCO in charge of Maintenance Flight has been responsible for availability of aircraft for operational duties. He has by his personal example, perseverance and leadership carried out the tasks assigned to him in a very creditable manner despite numerous difficulties. His marked ability, persistence and unfailing cheerfulness has been an inspiration to those working under him resulting in a maximum of efficiency in the maintenance flight.

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McNEE, S/L John Wilson (C1573) - **Mention in Despatches** - Station Uclulet - 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 Glasgow, Scotland, 1 October 1906; home in Vancouver. Enlisted in RCAF, 14 March 1927 (number 244). Trained as RCAF NCO pilot, 1930. Attained rank of Flight Sergeant, 1 April 1938. With No.4 (BR) Squadron at outbreak of war. Commissioned while stationed in Vancouver, 15 November 1939. Promoted Flight Lieutenant, 1 March 1941. To Air Armament School, 5 March 1942. To No.120 (BR) Squadron, 4 May 1942. Promoted Squadron Leader, 10 June 1942. To No.9 (B) Squadron, 11 June 1942. To Uclulet, 15 December 1942. To Western Air Command Headquarters, 5 June 1943. Promoted Wing Commander, 15 December 1943. To Alliford Bay, 23 July 1944. Reverted to Squadron Leader, 1 October 1946. To No.6 Repair Depot, 2 September 1947. Subsequently at Aylmer and Air Defence Group. Promoted Wing Commander, 1 January 1952. Retired 25 May 1956.

As a pilot, Squadron Commander and Station Commander, Squadron Leader McNee has been an outstanding officer. His diligence, sound judgement, leadership and personal example have been reflected in the efficient operation of his squadron and station which he has brought to and maintained at a high standard. Squadron Leader McNee has flown 1,030 hours since the outbreak of war.

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McNEE, W/C Joseph Duncan (C2171) - **Member, Order of the British Empire** - Air Force Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date, **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945. Born 21 April 1892 in Burnstown, Ontario (RCAF Press Release 4907 reporting award); educated in Renfrew, Ontario

and at Diers Telegraph School, Ottawa. In CEF Signals, 1917-1919. Employed by Canadian Pacific Railways, 1919-1940; home in Ottawa; enlisted there 8 June 1940 in Administration Branch and assigned to AFHQ. Promoted Squadron Leader, 15 October 1942. Promoted Wing Commander, 1 December 1943. Promoted Group Captain, 1 March 1945. Deputy Director and then Director of Personnel Movements for much of the war. Medal presented 27 June 1945. Retired 3 July 1946. Died in Edmonton, August 1988 as per **Airforce Magazine** of January-February-March 1989. RCAF photo PL-1259 taken 1940 as Flying Officer.

This officer has served as a transportation expert for over four years and has carried out his duties at all times with distinction. Prior to the inauguration of Directorate of Personnel Movements, he organized and operated Personnel Movement Control in a very efficient manner. His duties have consisted of the movement by sea of Royal Canadian Air Force personnel now overseas as well as other British air force personnel in Canada and the United States or en route from elsewhere. The detail involved in this responsible undertaking has been enormous but has been handled by this officer with meticulous care. He has carried out all negotiations with Army Movement Control and other movement agencies with great tact and diplomacy. His outstanding services have been the subject of repeated and worthy commendation. As Deputy Director of Personnel Movements his work has been no less brilliant and he has always shown great zeal and devotion to duty.

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McNEIL, W/C Alexander Stirling (C1519) - **Mention in Despatches** - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Enlisted in Ottawa, 6 December 1939 in Provost Branch. Initially in No.4 Training Command. Granted rank of Flight Lieutenant, 22 November 1941. To Trenton, 31 July 1942. To Western Air Command, 27 March 1943. Promoted Squadron Leader, 15 June 1943. Promoted Wing Commander, 1 September 1944. Retired 19 December 1944.

This officer won the admiration of his superiors and subordinates by his exemplary service spirit, resoluteness and self-reliance so amply displayed in the pursuit of his provost responsibilities. He succeeded in building up a provost service that is second to none and set a high standard for his successor to maintain. He gave unstintingly of his leisure time to the section he commanded. Wing Commander McNeil served the Royal Canadian Air Force, also, by creating and maintaining amicable relations and feelings with the civilian forces with whom he co-operated.

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McNEIL, F/O Archibald Harold Frederick (J3099) - **Air Force Cross** - No.6 SFTS - Award effective 11 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Pay card renders his name as Frederick Harold Archibald but gradation list has "A.H.F." as sequence of initials. Born 17 November 1916. Enlisted in Ottawa, 25 May 1940. To No.1 ITS, 1 June 1940; graduated and promoted LAC, 22 June 1940 although posting to No.1 EFTS was dated 21 June 1940. To No.1 SFTS, 16 August 1940; reported to have received wings at No.1 SFTS, Camp Borden, 5 October 1940, but commissioned only on 30 November 1940, and his posting to Central Flying School, Trenton was dated 28 November 1940. To No.20 EFTS, date not shown. Promoted Flying Officer, 11 December 1941. Pay card does not show a posting to No.6 SFTS but does have him going to No.14 SFTS on 8 June 1942. Promoted Flight Lieutenant, 15 October 1942. Promoted Squadron Leader, 1 August 1943. To No.1 Composite Training School, 9 May 1944. To No.8 Release Centre, 23 March 1945. Retired 29 March 1945. Medal presented by Governor General, 3 December 1942.

Over a long period this officer has efficiently and conscientiously performed all assigned duties, displaying extreme devotion to duty whilst engaged in his duties as flying instructor. In addition he has displayed great courage on two separate occasions, one when he extricated the personnel of two crashed aircraft under hazardous conditions, and again when he entered a burning building to rescue a brother officer.

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McNEIL, F/L Hardie Emerson (J11320) - **Distinguished Flying Cross** - No.436 Squadron - Award effective 15 January 1946 as per **London Gazette** dated 29 January 1946 and AFRO 322/46 dated 29 March 1946. Born 21 April 1921 in Drayton, Ontario; home there. Educated at Stratford Normal School and Queen's University (COTC). Enlisted in Hamilton, 4 August 1941 and posted to No.1 Manning Depot. To No.1 ITS, 13 September 1941; graduated and promoted LAC, 8 November 1941 when posted to No.10 EFTS; graduated 3 January 1942 when posted to No.6 SFTS; graduated and commissioned, 24 April 1942. To No.8 BGS, 8 May 1942. Promoted Flying Officer, 24 October 1942. To No.12 (Communications) Squadron, 27 April 1943. To No.165 (Transport) Squadron, 9 June 1943. To No.164 (Transport) Squadron, 6 April 1944. To "Y" Depot, 24 August 1944. Taken on strength of No.3 PRC, Bournemouth, 29 August 1944. Promoted Flight Lieutenant, 1 September 1944. Repatriated 12 March 1946. Retired 16 April 1946. DFC and AFC presented in Toronto, 30 November 1949.

This officer has served with distinction as a pilot and captain of aircraft engaged in close transport support of the 14th Army during their advance to Rangoon. He has on many occasions dropped supplies at low level beyond the Japanese lines and well within range of enemy ground fire. During the Meiktila Battle he was one of the first to land his aircraft on a recaptured landing strip and calmly directed the unloading operations while being subjected to Japanese artillery and machine gun fire. Flight Lieutenant McNeil has throughout his tour of operation

duty evinced the greatest enthusiasm, courage and devotion to duty and has never let either adverse monsoon weather or enemy opposition deflect him from completing his allotted tasks.

McNEIL, F/L Hardie Emerson, DFC (J11320) - **Air Force Cross** - No.436 Squadron (AFRO gives unit only as "Overseas"; DHist file 181.008 D.1124 (RG.24 Vol. 20595) gives unit only as No.120 Wing) - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Public Records Office Air 2/9670 has recommendation drafted when he had flown 2,735 hours of which 2,050 were operational and 220 were in previous six months.

Flight Lieutenant McNeil has been employed as a transport pilot since November 1944. Previous to this, he served as a flying instructor in Canada. He then completed a tour of operations in Burma, flying close transport support for the Fourteen Army. During the treacherous monsoon weather his courage and enthusiasm was a source of inspiration to all. Returning to the United Kingdom, this officer became deputy flight commander in his squadron, where he was untiring in his efforts in the training of new transport captains.

Note: The following is from the diary of No.10 EFTS under date of 10 December 1941: "There was quite a serious accident occurred when Tiger Moths 5910 and 5895 collided in mid-air. The first machine was piloted by Sergeant K. Hughes, R76829, who was instructing R122623 LAC McNeil, H. The latter aircraft was piloted by R84334, Sergeant Kenyou, who was accompanied by R79112, LAC Gagnon, J.A.E. The right wing tips of both machines were sheared off, but were controllable and landed safely. However, both students descended safely by parachute. Hughes; machine force landed at the scene of the accident and Kenyon brought his back to the airport. "

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McNEIL, W/C Murdock Angus, ED (C2109) - **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 Williamstown, Ontario, 22 January 1904. Educated in Cornwall and Ottawa. Teacher and principal in Cornwall; member of Stormont, Dundas and Glengarry Highlanders. Enlisted in Cornwall, Ontario, 8 May 1940. At AFHQ as of 26 June 1941. Flight Lieutenant as of 15 July 1941. Promoted Squadron Leader, 1 December 1942. Promoted Wing Commander, 1 February 1944. Retired 25 July 1946. Medal presented 9 April 1948. RCAF photo PL-924 taken as Flying Officer, 1941.

This officer's entire service with the Provost and Security Branch for four years has been consistently and outstandingly marked by his untiring energy, enthusiasm, resourcefulness and unflagging drive in every duty he has undertaken. He has been largely responsible for the organization of Royal Canadian Air Force security and latterly, Aerodrome Defence in Eastern Air

Command and Western Air Command in both of which fields he has made valuable contributions, effecting the safety of Royal Canadian Air Force vital areas and property of astronomic cost and involving directing the activities of some 100 officers and 3,000-4,000 other ranks. He has surveyed practically every Royal Canadian Air Force unit in Canada and despite keen disappointment in not getting overseas, has given unsparing and beyond anything asked of him to his duties in this regard. Wing Commander McNeil is a model officer whose personal example, staunch co-operation, loyalty and unswerving devotion to duty has inspired the highest admiration among all service personnel with whom his work brings him in contact.

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McNEILL, F/O Douglas Dean (J85609) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 9 July 1924 in New Liskeard, Ontario; home there. Served in Royal Canadian Artillery. Enlisted in North Bay, 17 July 1942. To No.3 Manning Depot, 10 August 1942. To No.4 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942 but not posted to No.23 EFTS until 9 January 1943; may have graduated 19 March 1943 but not posted to No.11 SFTS until 3 April 1943; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943. Commissioned 30 March 1944. Promoted Flying Officer, 30 August 1944. Repatriated 7 February 1945. Retired 26 March 1945. Living in Toronto as of August 1950. Medal sent by registered mail 20 April 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1750 (PAC RG.24 Vol.20608) has recommendation dated 22 November 1944 when he had flown 26 sorties (128 hours 55 minutes):

This officer has completed many hazardous sorties and has taken part in attacks on a wide variety of targets in Germany and France including such heavily defended objectives as Wanne Eickel, Duisburg and Bremen. On two occasions in October while on the way to the target he has encountered strong opposition from enemy fighters with some damage being sustained to the aircraft. Nevertheless, he flew on and successfully completed the mission. This officer's tour has [been] marked by the courage and skill he has displayed and the determination with which he has always pressed home his attacks...

The sortie list was as follows:

10 August 1944 - La Pallice (6.25, second pilot)
14 August 1944 - Bons Tassily (4.30)
15 August 1944 - Brussels/Melsbroeck (4.05, day)
18 August 1944 - Bremen (5.30)

27 August 1944 - Mimoyecques (5.20, day)
28 August 1944 - Brest (4.20, day)
31 August 1944 - Cezembre (5.15, day)
9 September 1944 - Le Havre (4.10, day)
10 September 1944 - Le Havre (4.25, day)
11 September 1944 - Castrop Rauxel (5.05, day)
12 September 1944 - Wanne Eickel (4.50, day)
25 September 1944 - Calais (4.00, day)
25 September 1944 - Calais (5.55, day)
27 September 1944 - Bottrop (5.05, day)
28 September 1944 - Cap Gris Nez (4.10, day)
30 September 1944 - Sterkrade (4.35, day)
6 October 1944 - Dortmund (6.15)
9 October 1944 - Bochum (5.50)
10 October 1944 - Wanne Eickel (5.00, day)
14 October 1944 - Duisburg (5.00, day)
14 October 1944 - Duisburg (5.50)
15 October 1944 - Wilhelmshaven (4.00)
23 October 1944 - Essen (5.45)
25 October 1944 - Homberg (5.15, day)
28 October 1944 - Cologne (5.55, day)
30 October 1944 - Cologne (6.50)

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McNEILL, Sergeant Hugh Smith (R66037, later J50177) - **Mention in Despatches** - Overseas - Award effective 1 January 1942 as per **London Gazette** of that date and AFRO 142/42 dated 30 January 1942. Name also rendered as Hugh Smith McNeil (one "l"). Born 29 July 1921. Home in Welland, Ontario. Enlisted in Niagara Falls, 22 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 1 September 1940 when posted to No.2 AOS; to St.Catharines Flying Club, 14 September 1940; to No.9 EFTS, 13 October 1940; to No.5 SFTS, 10 November 1940; graduated and promoted Sergeant, 28 January 1941. To "H-OD" (possibly Rockcliffe), 18 February 1941. To Embarkation Depot, 22 February 1941. To RAF overseas, 9 March 1941. Repatriated via Rockcliffe, 7 June 1943. To No.1 READ (whatever that is), 21 July 1943. To Rockcliffe, 5 August 1943. To No.1 Flying Instructor School, 12 November 1943. Promoted WO2, 23 November 1943. To No.5 SFTS, 21 January 1944. Promoted WO1, 23 May 1944. Commissioned, 8 August 1944. To Trenton, 12 November 1944. Promoted Flying Officer, 8 February 1945. Retired 15 March 1945. No citation. DHist card has pencilled notation, "No.405 Squadron".

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McNEILL, F/L John Gordon (J9201) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 13 August 1943 and AFRO 1849/43 dated

10 September 1943. Born in Calgary, 15 April 1919; home there. Former member, Royal Canadian Corps of Signals (1934 to RCAF). Enlisted in Kingston, Ontario, 10 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940 when posted to No.5 EFTS. His postings and ranks become very peculiar; promoted Corporal "AU" on 23 April 1941; reverts to LAC, 29 August 1941; to No.3 SFTS, 12 September 1941; graduated and promoted Sergeant, 5 December 1941 but then commissioned with effect of same date. To "Y" Depot, 20 December 1941. To RAF overseas, 7 January 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 15 February 1943. Promoted Squadron Leader, 1 January 1944. Participated in first operation of No.426 Squadron. Subsequently on staff of No.1679 Heavy Conversion Flight. With that unit, 2 September 1943, he took off on 2 September 1943 in Lancaster II DS635 at 2100 hours from Eastmoor for night training. While airborne the port outer engine failed and the crew returned to base. Touched down at 2125 hours, but aircraft swung from runway and lost its undercarriage. It slid to a stop but fire broke out, ultimately destroying the machine. Medal presented by the King during visit to No.6 Group, 11 August 1944. As Wing Commander, killed in flying accident over Yorkshire (mid-air collision, Halifax NA609, No.415 Squadron), 21 August 1944. RCAF photo PL-22702 (ex UK-7558 dated January 1944) shows him soon after promotion to Squadron Leader; caption indicates he was then in No.433 Squadron. Photo PL-22704 (ex UK-7560 dated January 1944) shows W/C C.B. Sinton, DFC (Bermuda, Commanding Officer, Porcupine Squadron), F/L H.T. Patterson (Fredericton, centre) and S/L J.G. McNeill (Calgary). RCAF photo PL-31683 (ex UK-13561 dated 14 August 1944) shows him talking to the King following investiture.

The fine fighting spirit displayed by this officer has been an inspiration to the rest of the squadron. He has taken part in many recent heavy raids on the Ruhr and on one occasion in April 1943 completed his mission successfully although one engine failed while his aircraft was hotly engaged by the defences. As deputy flight commander he has rendered valuable assistance in the operational training of new crews and has contributed much to the high morale maintained in the squadron.

DHH file 181.009 D.2624 (Library and Archives Canada RG.24 Volume 20628) has recommendation by W/C L.Crooks drafted 14 June 1943 when he had flown 24 sorties (145 hours 50minutes). Sortie list (similar to that of Flight Sergeant James H. Evans) and submission as follows:

14 January 1943 - Lorient (5.14)
21 January 1943 - Gardening (5.12)
26 January 1943 - Lorient (6.50)
29 January 1943 - Lorient (5.45)
4 February 1943 - Lorient (6.40)
7 February 1943 - Lorient (4.00)
13 February 1943 - Lorient (10.10)
14 February 1943 - Cologne (5.50)

16 February 1943 - Lorient (7.15)
19 February 1943 - Wilhelmshaven (6.05)
25 February 1943 - Gardening (4.20)
23 March 1943 - Gardening (4.20)
26 March 1943 - Duisburg (5.20)
28 March 1943 - St. Nazaire (6.50)
29 March 1943 - Bochum (5.45)
4 April 1943 - Kiel (6.20)
8 April 1943 - Duisburg (3.51)
10 April 1943 - Frankfurt (7.45)
14 April 1943 - Stuttgart (7.10)
16 April 1943 - Mannheim (8.10)
28 April 1943 - Gardening (5.48)
13 May 1943 - Bochum (5.35)
25 May 1943 - Dusseldorf (5.00)
27 May 1943 - Essen (5.05)
29 May 1943 - Wuppertal (5.50)

The fine offensive spirit displayed by this officer has been an inspiration to the rest of the squadron. He has taken part in many of the recent heavy raids on the Ruhr and on one occasion in April carried out his mission in spite of the fact that one engine cut out while he was hotly engaged by the Ruhr defences.

As deputy flight commander he has rendered valuable assistance in the operational training of new crews and has at all times contributed to the maintenance of the high level of squadron morale. I recommend the award of the Distinguished Flying Cross.

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/he868.html> dealing with accidents in Yorkshire has the following:

WELLINGTON HE868 DAMAGED BY FLAK, RETURNED TO DISHFORTH AIRFIELD

On the night of 29th May 1943 this 426 Squadron crew and aircraft took off from Dishforth airfield at 22.20hrs to undertake an operational flight to bomb Wuppertal. The crew released their bombload over PFF target markers at 01.00hrs from 17,000ft through 5/10ths cloud. While flying over Hagen the aircraft was fired upon by anti aircraft defences and the aircraft sustained damage, later counted as being twenty eight holes in the aircraft. Despite the damage the crew were able to make a safe return to Yorkshire and land safely at base of Dishforth at 04.09hrs on 30th May 1943. Crew listed as follows: Pilot - F/Lt John Gordon McNeill RCAF (J/9201), of Calgary, Alberta, Canada; Second Pilot - Sgt William Frederick Griffin RCAF (later J/18916), of Hamilton, Ontario, Canada; Navigator

- F/O John Douglas Bernard Valentine Reffitt RAFVR (47458); Bomb Aimer - P/O Roy Alexander Henry RCAF (J/17441), of Toronto, Ontario, Canada; Wireless Operator / Air Gunner - Sgt James Harvey Evans RCAF (R/114226), of Waterloo, Ontario, Canada; Air Gunner - Sgt Henry Maxwell Smith RCAF, of Toronto, Ontario, Canada.

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McNICOL, F/L William James (J10419) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born in Meyronne, Saskatchewan, 12 December 1920; home there; enlisted in Regina, 28 April 1941. To No.2 Manning Depot, 15 May 1941. To No.7 Equipment Depot, 20 June 1941. To No.4 ITS, 13 July 1941; graduated and promoted LAC, 14 August 1941 when posted to No.2 AOS; graduated 19 December 1941 and posted next day to No.8 BGS; graduated and promoted Sergeant, 31 January 1942) when posted to No.1 ANS; graduated and commissioned 4 March 1942. To "Y" Depot, 5 March 1942. To overseas, 24 April 1942. Promoted Flying Officer, 1 October 1942. Reported missing, 27 February 1943. Subsequently reported safe. Promoted Flight Lieutenant, 4 March 1944. Repatriated 10 May 1945. Date of release uncertain. Presented 29 January 1947. Note that although recommendation mentions ditching incident as "27th August 1943" it was actually 27 February 1943.

This officer has taken part in very many sorties as air bomber, including attacks against Berlin, Essen, Stuttgart and Dusseldorf. On one occasion when on mining operations off the Frisian Islands, his aircraft was damaged by anti-aircraft fire and an engine was rendered unserviceable. Despite this, Flight Lieutenant McNicol continued to the target area and released his mines with accuracy. On the return flight a second engine became useless and the pilot was compelled to bring his aircraft down on the sea. Some twenty-two hours later the crew were rescued. Flight Lieutenant McNicol has at all times displayed a high degree of resolution and devotion to duty.

NOTE: DHist file 181.009 (D.2611), in National Archives of Canada RG.24 Volume 20627 has a detailed recommendation drafted by W/C A.J. Lewington on 6 August 1944 when he had flown 42 sorties (239 hours 20 minutes). Text as follows:

This officer has completed a record of 42 complete sorties over enemy territory of which 19 sorties are credited to his second tour of operations. This list includes attacks on such heavily defended areas as Berlin, Essen (2), Stuttgart, Wuppertal, Dusseldorf and Lorient (6).

On one occasion, namely 27th August 1943, when Gardening off the Frisian Islands the aircraft in which this officer was flying was damaged by flak at 1,500 feet and it was necessary to faether the port inner engine. Despite the fact that the

aircraft was gradually losing height they pressed on with their mission and this officer coolly and with great determination carried out his duties, accurately dropped his mines from 500 feet. Upon the return journey the port outer engine cut out and it was necessary to ditch the aircraft. This was successfully carried out and the crew were picked up 22 hours later.

Flight Lieutenant McNicol has at all times shown exceptional tenacity of purpose and his cooperation, coolness and devotion to duty has contributed in a large measure to the success of his many operational flights. Since coming to this squadron he has acted in the capacity of Deputy Bombing Leader, where his initiative and fine leadership have proven an inspiration to all personnel in his section. I consider that this officer's record of achievement fully merits the immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

10 September 1942 - Dusseldorf (5.00)
13 September 1942 - Bremen (6.40)
15 January 1943 - Lorient (6.30)
23 January 1943 - Lorient (6.30)
29 January 1943 - Lorient (6.40)
2 February 1943 - Kattegat (7.05)
3 February 1943 - Hamburg (6.05)
7 February 1943 - Lorient (6.05)
13 February 1943 - Lorient (6.10)
14 February 1943 - Cologne (5.20)
16 February 1943 - Lorient (6.00)
27 February 1943 - Frisians (2.30, incomplete ?)
12 March 1943 - Essen (4.40)
27 March 1943 - Berlin (7.20)
14 April 1943 - Stuttgart (8.00)
16 April 1943 - Pilsen (3.35, duty not carried out)
26 April 1943 - Duisurg (4.40)
28 April 1943 - Gardening (7.20)
30 April 1943 - Essen (3.50, duty not carried out)
4 May 1943 - Dortmund (5.10)
12 May 1943 - Duisburg (5.20)
19 June 1943 - Le Creusot (7.30)
21 June 1943 - Krefeld (5.15)
22 June 1943 - Mulheim (4.35)
24 June 1943 - Wuppertal (5.40)
18 November 1943 - sea search (4.00)
25 February 1944 - Augsburg (7.00)

6 March 1944 - Trappes (2.00, duty not carried out)
13 March 1944 - Le Mans (5.20)
11 April 1944 - Kattegat (6.25)
20 April 1944 - Lens (5.15)
24 April 1944 - Karlsruhe (7.05)
26 April 1944 - Essen (5.30)
10 May 1944 - Ghent (4.00)
21 May 1944 - Gardening (4.20)
24 May 1944 - Aachen (4.45)
27 May 1944 - Le Clipon (3.05)
31 May 1944 - Au Fevre (5.00)
5 June 1944 - Houlgate (4.35)
10 June 1944 - Versailles (5.15)
15 June 1944 - Boulogne (3.40, day)
27 June 1944 - Wizernes (4.00)
4 July 1944 - Villeneuve St. George (6.05)
6 July 1944 - Siracourt (4.30, day)
12 July 1944 - Acquet (4.00)

Note: The date of 27 August 1943 for the ditching incident appears to be an error made either in drafting the above text or in its transcription. The event is clearly one of 27/28 February 1943, at which time he was in No.419 Squadron, involving Halifax aircraft (DT615, VR-P or "P For Peter") was airborne at 1825 hours, 27 February 1943 from Middleton St. George to lay mines off the Frisian Islands (Nectarines Region). Hit by Kriegmarine Flak and ditched. Twenty-two hours later, having been sighted earlier in the day, the crew were picked up by the Royal Navy. Sergeant M.F.Gray RCAF, Sergeant C.F.Wilby RCAF, Flight Sergeant C.O.Hancock RCAF, F/O W.J.McNicol RCAF, Sergeant. G.H.Low RCAF, Sergeant M.S.Braniff RCAF, P/O R.Harling, DFC, RCAF. See entry for Sergeant Low, awarded DFM.

RCAF Press Release No.6116 dated 9 August 1944 from F/O Fred Jackson, transcribed by Huguette Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- Rated as one of the outstanding bomb-aimers in the business, F/L William J. McNicol of 3270 Charles Street, Vancouver, B.C., has finished his second tour and now takes over the important chore of base bombing leader.

F/L McNicol completed an exciting first tour with the Moose squadron and then a comparatively quiet second tour with the Porcupines. He was posted from there to be bombing leader of the group's newest squadron. Thus, the two appointments came in rapid succession but his commanding officer, W/C J. G. McNeill, DFC, of Calgary, Alberta, who was also his skipper during the second

tour, wasn't a bit surprised. "Mac, for my money is the best air-bomber in the whole show," he said. "I think he's outstanding."

Shakiest trips of F/L McNicol's first tour were on a bombing mission to Bremen and a minelaying expedition off the Frisians. His aircraft was shot up by a cannon-firing fighter on the way to the German city, the gun turrets wrecked, the hydraulics shot away, bomb bays, wings and fuselage full of holes. "We never did see the fighter," recalled the Vancouver airman. "He came in out of broken cloud and we were soaring along minding our own business when the shells started tearing things apart." They finally crash-landed at an English station and the aircraft was "written off".

On the minelaying trip, his aircraft was battered by flak and both port engines shot up. The skipper (F/S Bill Gray also of Vancouver) nursed the bomber along until they got to within 100 miles of the English coast. "We ditched at that spot," said "Mac" and were in the water 22 hours. We really got a soaking that night."

F/L McNicol was associated with General Motors in Regina prior to joining the RCAF in April, 1941. He won his wing at Lethbridge, Alberta.

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McNULTY, F/O Gordon Patrick (J38594) - **Distinguished Flying Cross** - No.162 (Bomber Reconnaissance) Squadron - Award effective 2 October 1944 as per **London Gazette** dated 10 October 1944 and AFRO 2534/44 dated 24 November 1944. Born 6 January 1920 (obituary notice). Home in Toronto; enlisted in Saskatoon, 14 March 1941. To No.2 Manning Depot, 3 June 1942. To No.1 Equipment Depot, 5 July 1941. To No.4 WS, 25 October 1941. Promoted LAC, 25 November 1941. Graduated 8 May 1942 and posted next day to No.1 BGS; graduated and promoted Sergeant, 8 June 1942. To No.1 AOS, 28 June 1942. Promoted Flight Sergeant, 8 December 1942. To No.10 (BR) Squadron, 7 April 1943. To No.162 (BR) Squadron, 18 April 1943. Promoted WO2, 8 June 1943. Commissioned 20 September 1943. Promoted Flying Officer, 20 March 1944. Repatriated from Iceland via Moncton, 9 December 1944. To No.1 AOS, 13 February 1945. To No.1 Air Command, 10 February 1945. Retired 14 June 1945. Died in Toronto, 27 April 2011. Medal sent by registered mail 18 January 1949.

Flying Officer McNulty as wireless operator has taken part in operational flying since May 1943. Throughout this period he has consistently displayed great devotion to duty, coolness and courage. He has participated in two attacks on enemy submarines. On an occasion after his own aircraft had attacked a U-boat, and the depth charges failed to release, he immediately gave directions to another aircraft to proceed to the scene, giving his directions in plain language until the relief had sighted the enemy submarine.

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McPHADEN, F/L John Henry (J9693) - **Mention in Despatches** - No.502 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 28 January 1918; home in Oak River, Manitoba; enlisted in Winnipeg, 13 March 1941 and posted to No.2 Manning Depot. To No.5 BGS, 21 April 1941; to No.2 WS, 19 July 1941; promoted LAC, 18 August 1941; to 5 BGS again, 6 December 1941; graduated and commissioned, 5 January 1942. To RAF overseas, 9 February 1942; promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 5 January 1944. Repatriated 1 November 1944; released 14 March 1945. Died in Winnipeg, 2 January 2000 as per **Short Bursts** (Air Gunner newsletter).

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McPHAIL, F/L Hugh Duncan (J26236) - **Distinguished Flying Cross** - No.576 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December and AFRO 212/46 dated 1 March 1946. Born 14 March 1915 (pay card) or 1916 (obituary) in Ladstock, Saskatchewan; home in Bankend, Saskatchewan where his father farmed and traded in cattle. He went to local schools and in 1934 won a hockey scholarship to Notre Dame College, Wilcox. He then attended University of Saskatchewan (Bachelor of Science, Agriculture); enlisted in Saskatoon, 29 April 1942. To No.2 Manning Depot, 28 May 1942. To No.5 BGS (guard), 18 July 1942. To No.7 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942; to No.6 EFTS, date uncertain; graduated 23 January 1943 when posted to No.10 SFTS; graduated and commissioned 14 May 1943. To No.1 GRS, 21 May 1943. To "Y" Depot, 7 August 1943. Reported posting overseas, 3 September 1943 but not taken on strength of No.3 PRC until 8 October 1943. Promoted Flying Officer, 14 November 1943. Shipped overseas with 200 pilots and 4,000 American troops, but ship had to put into St. John's for repairs, so went back to New York City and took the **Queen Mary**. On his first mission he was co-pilot on a familiarization trip; attacked over Denmark by a Junkers 88 that set two engines on fire. He later recalled the navigator coming on the intercom to say, "Look boys, if we hang on for three minutes [he was later told it was seven] we can make it to Sweden." Crew bailed out at 20,000 feet (according to obituary) and he lost his boots on the way down. Once on the ground in Sweden he was separated from his crew and tried to walk to the British Embassy in Stockholm. His uncle (who escaped from German hands twice in the First World War) had told him that humans could live on raw turnips, and that was what he tried. He stopped at a large house where he was given a pair of running shoes. In return he gave the man's maid his silk map of France - the only map he had. He and his comrades were eventually taken into Swedish custody and interned for three months. Thirty aircrew were flown back to Britain in a DC-3. Back in Britain he located the woman who had packed his parachute and gave her a pair of nylon stockings. In Britain he had an Opel car which he ran with aviation gasoline. Of the raid on Dresden he later said, "I'm not proud of that." However, he was very proud of MANNA missions. Repatriated 18 June 1945. Volunteered for Pacific and posted to No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. Retired 15 September 1945. Post war began working for the Saskatchewan Wheat

Pool . Returning to flying, he reportedly flew a Lysander to haul fish from northern Saskatchewan. In 1951 he started a flying school and crop dusting and aerial photography business out of North Battleford (McPhail Air Services). His photo specialty was taking pictures of farms, but also did photography for towns from Vancouver Island to Guelph, Ontario. In 1967 he survived a spectacular crash of a crop duster aircraft, ploughing into a field after the airplane stalled. He was saved by the fact that he was separated from the engine by the pesticide tanks. After months in hospital he returned to flying and did not sell his business until 1981. After that he continued to fly a Beech Bonanza until he failed a pilot's medical. He was, among other things, a Member of the Saskatchewan Aviation Hall of Fame and the Saskatchewan Agricultural Hall of Fame. Died 25 March 2001 as per **Legion Magazine** of November 2001; long obituary in **National Post**. No citation other than "completed...numerous operations against the enemy in which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/8772 has recommendation dated 2 June 1945 when he had flown 28 sorties (171 hours 40 minutes).

29 August 1944 - Stettin (shot down, interned in Sweden)
5 January 1945 - Hanover (attacked by fighter)
1 February 1945 - Mannheim
2 February 1945 - Weisbaden
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
8 March 1945 - Kassel
11 March 1945 - Essen
13 March 1945 - Herne
15 March 1945 - Misburg
18 March 1945 - Hanau
21 March 1945 - Bruchstrasse
23 March 1945 - Bremen
27 March 1945 - Paderborn
31 March 1945 - Hamburg
3 April 1945 - Nordhausen
9 April 1945 - Kiel
10 April 1945 - Plauen
22 April 1945 - Bremen
30 April 1945 - MANNA (The Hague)
2 May 1945 - MANNA (Rotterdam)
8 May 1945 - MANNA (Rotterdam)
16 May 1945 - EXODUS (Brussels)

Flight Lieutenant McPhail, a Canadian officer, has completed twenty-eight sorties and 171.40 operational hours as the captain and pilot of a Lancaster heavy bomber in Bomber Command.

On his first operational sortie, Flight Lieutenant McPhail was down over Sweden, and after baling out was interned. He has shown great keenness and dogged determination, and as soon as he was repatriated commenced operational flying again.

He has attacked many heavily defended targets in the Ruhr and has made many long and deep penetrations into Germany, including attacks on Politz, Dresden, Chemnitz and Kassel.

Flight Lieutenant McPhail has always pressed home his attacks with the utmost determination. On 14th February when attacking Chemnitz, and again on 15th March when attacking Misburg, he was unable to bomb accurately on his first run up to the target. With complete disregard for personal safety Flight Lieutenant McPhail orbited the target and made a second run despite intense flak opposition, thus making the successful completion of these operational flights possible.

Flight Lieutenant McPhail has acted as Flight Commander in his flight many times. His unselfishness, splendid record and high degree of courage has been a source of inspiration not only to his own crew but to all the crews in the squadron. I very strongly recommend him for the award of the Distinguished Flying Cross.

The website "Lost Bombers" provides the following on the mission when he was interned: Lancaster ME742 coded UM-B2, target Stettin, 29/30 August 1944. ME742 was delivered to No.12 Squadron on 22 April 1944, joining No.626 Squadron on 24 June 1944. Took part in the following operations: with No.12 Squadron as PH-O, Mailly-le-Camp, 3/4 May 1944; with No.626 Squadron as UM-B2, Vierzon, 30 June/1 July 1944; Stettin, 29/30 August 1944 (lost). When lost this aircraft had a total of 246 hours. Airborne 2051 hours, 29 August 1944 from Wickenby. Shot down by a pair of Ju.88s. With no hydraulics at the turret the mid-upper gunner, observing one Ju.88 flying parallel at a range of 75 yards, hand-cranked his guns on to it and gave a burst of fire. The Ju.88 was seen to catch fire and dive into clouds. ME742 was abandoned successfully and crashed in Sweden. Crew (all interned and released in October 1944) consisted of F/O R.C.Hawkes, RCAF, F/O H.D.McPhail, RCAF, Sergeant C.G.Ockwell, F/O R.J.Williams, F/O R.M.Mackay, Flight Sergeant G.Langdon, Flight Sergeant H.D.C.Allison, RCAF.

RCAF Photo PL-43897 (ex UK-21309, circa 11 May 1945) has the following caption: "He was jerked out of his flying boots when his parachute opened. F/L H.D. McPhail, Bankend, Saskatchewan, pilot of an RAF Lancaster crew, was shot down by an enemy fighter on his first

trip as co-pilot. Two trips later he was again attacked. From then on, his operations were comparatively peaceful.”

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McPHALEN, F/L Charles Gerrie (C39214) - **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 8 September 1916. Home in Vancouver; enlisted there 6 June 1940 as Clerk. To Western Air Command, 22 July 1940. Promoted AC1, 1 October 1940. Promoted LAC, 1 January 1941. Reclassified as Clerk/Steno, 1 March 1941. Promoted Corporal, 15 March 1941. Promoted Sergeant, 1 October 1941. To Trenton, 7 June 1942. To Western Air Command Headquarters, 5 September 1942. Promoted Flight Sergeant, 1 November 1942. To No.1 Officer School, 10 November 1943; commissioned with effect from 11 November 1943. To Western Air Command Headquarters, 9 December 1943. To Port Hardy, 28 December 1943. To Western Air Command Headquarters, 31 March 1944. Promoted Flying Officer, 11 May 1944. To No.165 (Transport) Squadron, 2 November 1944. To Western Air Command Headquarters, 27 February 1945. Promoted Flight Lieutenant, 1 April 1945. To No.6 OTU, 8 October 1945. To Patricia Bay, 16 January 1946. To Western Air Command Headquarters, 18 March 1946. Retired 2 July 1946. Died in Vernon, British Columbia, 12 July 2011.

This officer has served in Western Air Command in a clerical and administrative capacity for several years, during which he has consistently demonstrated exceptional ability and efficiency. The nature of his duties has often been such as to necessitate sustained effort over and above normal requirements, and the willing spirit with which Flight Lieutenant McPhalen has accepted his responsibilities has resulted in a high standard of morale amongst the personnel under his direction.

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McPHERSON, G/C Barclay (C1769) - **Officer, Order of the British Empire** - Air Force Headquarters, Ottawa - Awarded 1 January 1945 as per **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945. Born 11 February 1886 in Lancaster, Ontario (RCAF Press Release 4907 reporting award). Former chairman of British Fabrics Limited, London, England and directed various financial and industrial companies in several countries. Home in Ottawa; enlisted there 23 February 1940 in Administrative Branch. To AFHQ, 28 March 1940. Promoted Squadron Leader, 1 August 1941. Promoted Wing Commander, 1 July 1942. Promoted Group Captain, 1 September 1943. Retired 6 June 1945. Presented 28 February 1946. Died 24 May 1946.

During a lengthy period of war service, this officer has consistently displayed outstanding efficiency and capacity for work which have been of great benefit to the Royal Canadian Air Force. He has carried out successfully many special

duties requiring delicate and diplomatic handling. Particularly outstanding was the highly commendable fashion in which he carried out his important and arduous duties as Liaison Officer between the services and the Department of the Secretary of State at the Churchill-Roosevelt conferences in Quebec in August 1943 and September 1944. By his ability, energy, resourcefulness and splendid devotion to duty, he made a marked contribution to the efficient organization of these conferences.

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McPHERSON, F/L Donald Bennett (C22105) - **Commended for Valuable Services in the Air** - No.13 EFTS - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 23 August 1902. Home in Sherbrooke, Quebec;; enlisted in Montreal, 1 June 1940 as Flying Instructor and posted to Trenton. Promoted Sergeant, 8 July 1940 when posted to No.4 EFTS. Award card says he "graduated" 10 September 1940 but it is more probable that he was already instructing there and the date reflects classification as instructor. Promoted WO2, 6 January 1942. Commissioned 1 December 1942. To No.5 Manning Depot, 8 January 1943. To No.6 SFTS, 6 February 1943; "graduated" 30 April 1943 although this may again reflect completion of an upgrading course. Promoted Flying Officer, 1 April 1943. To No.3 Flying Instructor School, 14 May 1943. To No.4 EFTS, 8 August 1943. Promoted Flight Lieutenant, 1 December 1943. To No.13 EFTS, 21 February 1944. To Release Centre, 26 February 1945; retired 15 March 1945.

This officer has been employed for the past four years on flying instructional duties and has shown that he possesses a thorough flying training knowledge, initiative and outstanding leadership. He is a very steady and conscientious officer.

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McPHERSON, F/L Douglas Alexander Buzza (J25650) - **Mention in Despatches** - No.28 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 8 November 1916. Home in Kamloops, British Columbia (funeral director); enlisted in Vancouver, 28 February 1941 as Elementary Flying Instructor. To Trenton, 26 April 1941. To No.6 EFTS, 12 June 1941; promoted Sergeant, 13 June 1941. To No.7 EFTS, date uncertain; described as "graduated", 18 June 1942 but as he was already an instructor this may reflect upgrading of category; to No.6 SFTS, 18 July 1942; graduated as service pilot, 11 September 1942. To No.3 Flying Instructor School, 10 October 1942. Promoted WO2, 28 November 1942. Commissioned 14 April 1943. To No.2 SFTS, 18 March 1943. To "Y" Depot, 30 April 1943; to RAF overseas, 26 May 1943. Shot down or forced down by engine failure, 19 April 1944, 70 miles east of Kohima. Evaded capture for eighteen days. Repatriated at uncertain date; to Release Centre, 23 September 1945; retired 31 October 1945. Residing in Oak Bay, Victoria in 1950. Died in Chilliwack, British Columbia, 26 December 1981 as per British Columbia Vital Statistics.

His evasion report (held at Directorate of History and Heritage) read:

I was stationed at Jorhat, Assam, flying Hurricanes. On the 19th of April 1944 I took off at 0800 hours on a tactical reconnaissance mission with another aircraft piloted by Flying Officer [R.J.] Garrett. At approximately 70 miles east of the aerodrome we were circling our objective when my engine suddenly cut out. I believe that this was caused by Japanese small arms fire. After being hit I attempted to glide over a mountain ridge to make a forced landing but the aircraft nosed to earth 300 yards on the far slope. The aircraft did not catch fire and I remained approximately six hours in an unconscious condition.

I was removed from the aircraft by natives from the nearby village of Thetsemi who had seen the crash from the village, a distance of one and a half miles. After being removed from the aircraft I attempted to get the natives to destroy what remained but could not make them understand. They took me one-half mile from the aircraft and hid me in the jungle. I remained there five days, eating my flying rations and drinking the rice beer that the natives brought once a day. I could not eat more solid food because most of my teeth were knocked out and loose. I also suffered a bad cut on my head which later proved [to be] concussion, causing my loss of memory and control of faculties.

After the third day I managed to walk a bit and attended my own wounds as best I could. On the fifth day one of the natives had contacted a cousin of his who could speak English and brought him to where I was hidden. After we had discussed the situation he decided to help me reach the British lines. He and his friends took me to a jungle camp seven miles distant and en route back to base. On arriving there we discovered that the Japs had found my aircraft. We set out the following day, heading North East, towards the British lines, via Pulami, Phogwina and several other native villages, receiving help and a good deal of valuable information which I wrote down on my escape map of the area. We averaged approximately 10 to 12 miles per day and received all the help we needed from the natives.

Eighteen days from the day I crashed I contacted the British lines in the company of four natives. I was given medical attention and turned over to the British authorities the information I had received from the natives enroute. I was then sent to the hospital at Jorhat.

McPherson returned to his squadron in July 1944 and completed his tour of operations. Unlike Johnson, he had received much help from Burmese civilians. This may have been due to prewar Christian missionary influence.

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McPHERSON, F/L Ian Edward (J10107) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 8 June 1920 in Victoria (given in obituary notice); home there; attended Shawinigan Lake Public School (Vancouver Island), 1935-1939. Enlisted in Vancouver, 20 May 1941 and posted to No.2 Manning Depot. To No.2 ITS, 14 July 1941; graduated and promoted LAC, 30 August 1941 when posted to No.2 EFTS; graduated 24 October 1941 and posted next day to No.13 SFTS; graduated and commissioned 16 January 1942. To No.2 AOS, 1 March 1942. To No.2 SFTS, 11 May 1942. Promoted Flying Officer, 1 October 1942. To No.8 SFTS, 6 October 1943. To "Y" Depot, 25 January 1944. Taken on strength of No.3 PRC, 14 February 1944. Promoted Flight Lieutenant, 1 August 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945 for Tiger Force. To Greenwood, 31 July 1945. To No.10 Release Centre, 26 October 1945. Retired 31 October 1945. Award presented 29 May 1947. Following the war he attended the University of British Columbia (Law). After practicing in Victoria he attended the first class of the Institute of International Air Law (McGill), receiving in 1952 a Masters Degree in Aerospace Law. Joined the staff of Canadian National Railways as Assistant Solicitor, transferring to Trans-Canada Airlines (later Air Canada) in 1959; retired in 1983 as Vice-President (Law). Served as alderman for the City of Westmount. Moved to Vancouver in 1985 and served as Coordinator of Official Visits for Expo 86, after which he retired to Victoria. Died in Victoria, 5 November 2005. No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty."

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McPHERSON, S/L William Grant (J5024) - **Air Force Cross** - No.2 Flying Instructor School (since moved to No.6 OTU) - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 29 December 1916. Enlisted in Montreal, 24 August 1940. To No.1 ITS, 10 November 1940; graduated and promoted LAC, 10 December 1940 when posted to No.11 EFTS; graduated 28 January 1941 when posted to No.1 SFTS; graduated and commissioned 10 April 1941. To No.15 SFTS, date uncertain. Promoted Flying Officer, 11 April 1942. To No.2 Flying Instructor School, 3 August 1942. Promoted Flight Lieutenant, 1 March 1943. To No.3 Training Command Headquarters, 21 May 1943 but returned to No.2 FIS on 30 June 1943. To No.19 SFTS, 12 January 1944. Promoted Squadron Leader, 1 October 1944. To No.6 OTU, 6 March 1945. To "Y" Depot, 15 June 1945. To United Kingdom, 5 September 1945. Repatriated 3 December 1945. To Release Centre, 10 December 1945. Retired 15 January 1946. Presented 25 February 1949. Returned to RCAF service in Montreal, 18 August 1952 (209111) as pilot with rank of Squadron Leader; released 20 February 1956. No citation in AFRO. Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation. As of recommendation he had flown 2,300 hours of which 2,000 were as instructor (200 in past six months).

This officer has constantly shown outstanding ability and enthusiasm in his work as a flying instructor. The zeal and energy he has shown and the able manner in which he has administered the personnel under his command has been reflected in the excellent standard of discipline and morale maintained throughout his squadron. The splendid example he has set along with his outstanding devotion to duty is in keeping with the highest traditions of the service.

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McPHERSON, Sgt (now WO2) William John (R69099) - **Air Force Medal** - No.2 EFTS - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born 27 March 1915. University of Saskatchewan (B.Sc.) where he was in COTC. Enlisted at North Bay, 2 September 1940. To No.4 SFTS (guard duty), 23 September 1940. To No.2 ITS, 23 October 1940; graduated and promoted LAC, 10 November 1940 but not posted to No.2 EFTS until 16 November 1940; Graded as Elementary Flying Instructor, 5 March 1941 with rank of Sergeant and apparently retained as an instructor at No.2 EFTS. To No.5 Manning Depot, 19 June 1942; to No.6 SFTS, 18 July 1942; promoted WO2, 5 September 1942; classified as service pilot, 11 September 1942. To No.2 Flying Instructor School, 2 October 1942. To No.9 SFTS, 6 December 1942. Commissioned 13 December 1942 (C27774). Promoted Flying Officer, 11 February 1944. Award presented 20 March 1944. To "Y" Depot, 25 October 1944. Taken on strength of No.3 PRC, 24 November 1944. Promoted Flight Lieutenant, 12 December 1944. Repatriated 22 December 1945. Retired 2 February 1946 to Lachine, Quebec.

This airman has flown a total of 1,067 hours, an average of 66 hours per month, as a Flying Instructor from March 1941 to June 1942, which were entirely free of damage to aircraft. His deportment, cheerful personality and devotion to duty and the efficient discharge of many difficult assignments set a splendid example. His keen interest and skilful teaching were of a high standard and an excellent contribution to the war effort.

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McPHIE, P/O Louis Walton (J89347) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 25 May 1923 in Vancouver; home there (wood planer); enlisted in Vancouver, 28 October 1942. To No.3 Manning Depot, 23 November 1942. To No.36 SFTS (guard duty), 23 January 1943. To No.4 ITS, 9 February 1943; graduated and promoted LAC, 16 April 1943 but not posted to No.5 BGS until 20 April 1943; graduated 23 July 1943 when posted to No.7 AOS; graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 17 September 1943; taken on strength of No.3 PRC, 8 October 1943. Commissioned 4 September 1944. Repatriated 15 January 1945. Retired 2 March 1945. Became a street car driver; worked his way to supervisory positions with B.C. Electric and ended as personnel manager, Western

Canada, Labatt's Breweries. Also awarded Legion of Honour. Died in Surrey, British Columbia, 7 January 2016. RCAF photo PL-33110 (ex UK-15356 dated 26 September 1944) shows three Bomb Aimers of No.424 Squadron following raid on Domburg, Holland - FS L.W. McPhie (Vancouver, 24 sorties), P/O G.A. Running (Prescott, Ontario, 19 sorties) and P/O J.A. Richardson (St. Mary's Ontario, 23 sorties). Presented in Vancouver, 22 October 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 20 November 1944 when he had flown 32 sorties (159 hours ten minutes), 8 June to 15 October 1944.

This officer has completed a tour of operations which included attacks on heavily defended targets in Germany such as Stuttgart, Hamburg, Emden and Bochum. In addition he has taken part in many raids on precision targets in enemy occupied territory and several important Gardening sorties. Throughout his tour of operations this Air Bomber has done outstanding work in both bombing and navigational duties. In the air and on the ground he has been an example to the members of his crew and an inspiration to those in his section. On one occasion his presence of mind and prompt action in feathering an engine and his assistance to his captain enabled the pilot to successfully accomplish a two-engine landing.

The sortie list was as follows:

8 June 1944 - Mayenne (5.30)
10 June 1944 - Versailles (5.35)
12 June 1944 - Arras (4.30)
15 June 1944 - Boulogne (3.50)
21 June 1944 - Oisemont (5.05)
24 June 1944 - Bonnetot (3.40)
25 June 1944 - Gorenflos (3.55)
6 July 1944 - Siracourt (4.10)
18 July 1944 - Wesseling (5.00)
20 July 1944 - Ferme de Grande Bois (3.35)
23 July 1944 - Donges (6.00)
25 July 1944 - Stuttgart (9.50)
28 July 1944 - Homburg (5.10)
30 July 1944 - Villers Bocage (3.45)
31 July 1944 - Foret de Croc (4.00)
3 August 1944 - Foret de Nieppe (3.40)
4 August 1944 - Bois de Casson (4.55)
5 August 1944 - St. Leu de Esserent (4.55)
8 August 1944 - Brest, mining (5.10)
9 August 1944 - Foret de Croc (4.10)
27 August 1944 - Mimeyeques Marquis (2.40)

6 September 1944 - Emden (4.20)
11 September 1944 - Le Havre (4.30)
23 September 1944 - Domburg (3.20)
25 September 1944 - Calais (4.10)
27 September 1944 - Sterkrade (5.40)
28 September 1944 - Cap Gris Nez (3.50)
4 October 1944 - Bergen (7.15)
6 October 1944 - Dortmund (7.15)
9 October 1944 - Bochum (6.30)
14 October 1944 - Duisburg (5.50)
15 October 1944 - Kattegat (7.05)

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McQUADE, P/O Alton Robert Ralph (J19570) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 25 July 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born Bedford, Quebec, 8 December 1921; home in Quebec; enlisted in Quebec, 15 August 1941 and posted to No.1 Manning Depot. To No.1 SFTS (guard), 21 August 1941. To No.5 ITS, 10 October 1941; graduated and promoted LAC, 6 December 1941 when posted to No.11 EFTS; to Trenton, 3 February 1942; to No.12 EFTS, 29 April 1942; may have graduated 3 July 1942 but not posted to No.16 SFTS until 18 July 1942; graduated and promoted Sergeant, 6 November 1942. To "Y" Depot, 20 November 1942. To RAF overseas, 20 December 1942. Promoted Flight Sergeant, 6 May 1943. Commissioned 12 January 1944. Promoted Flying Officer, 12 July 1944. Repatriated 23 December 1945. To "K", 1 January 1946. To No.2 Release Centre, 18 February 1946. Retired 25 February 1946. Photo PL-32422 is a portrait. Medal presented at Buckingham Palace 11 August 1944. Died in Bowmanville, Ontario, 2 January 2014.

This officer has completed a large number of sorties involving attacks on a wide range of targets. He is a skilful, gallant and determined pilot whose example has greatly inspired his crews. Pilot Officer McQuade has attacked Berlin on seven occasions.

Public Record Office Air 50/248 has a Combat Report from his service in No.405 Squadron, dated 19/20 February 1944, Lancaster X/405, JB297, target Leipzig. Crew consisted of J19570 P/O A.R. McQuade (captain), R126353 Warrant Officer D.M. Lunney, R133732 Flight Sergeant R.H. Law, 1311594 Flight Sergeant J. Fraser, R185682 Sergeant W.C. Patten (mid-upper gunner, trained at No.9 BGS and No.22 OTU), R123540 Flight Sergeant G.E. Foster (rear gunner, trained at No.5 BGS and No.22 OTU) and 638686 Sergeant J. McCreadie (flight engineer).

While on the way to Leipzig on the night of February 19th, 1944, Lancaster aircraft "X", serial No.JB297 of 405 Squadron was fired upon by an unidentified twin-engined aircraft. The encounter took place at 0310 hours while the en route

to the target and at a position 54°40' N 11° 45' E at 21,000 feet altitude. The Lancaster was flying on a course of 90° T at 145 Knots Indicated Air Speed. Weather, clear starlight conditions with no moon and 7/10 cloud, tops at 7,000 feet.

The unidentified fighter was first sighted by the Engineer [McCreadie] from his position in the nose. The attack was being made from dead ahead and shortly after the first sighting the attacker opened fire with one short burst, after which it broke away on the port bow down. The bomber pilot [McQuade] carried out a corkscrew to starboard immediately the Engineer warned of the fighter's presence. Two minutes later a second attack, identical to the first, was made on the bomber, the Engineer again made the sighting and gave warning. The bomber again carried out a corkscrew and the fighter opened fire with a short burst. The bomber pilot saw the enemy's trace during both attacks, but it was not known that hits had been scored until the aircraft's return to base at which time it was found that two bullets had entered the front wing and four in the bomb-bay; these holes were said to have been caused by .303 rounds. At the time of the encounter the bomber was approaching a Red steady flare, and several fighter flares were seen ahead on the same level. No return fire was given by the bomber gunners who did not sight the attacker at any time.

Website for aircraft accidents in Yorkshire has the following information on an incident in his career (<http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/lk658.html>):

HALIFAX LK658 DAMAGED BY FLAK, RETURNED TO LEEMING AIRFIELD.

On the night of 22/ 23 October 1943 the crew of this 427 Squadron aircraft took off from Leeming airfield at around 17.30hrs to undertake an operational flight to bomb Kassel. Before reaching the target area the aircraft was hit by flak (with fourteen holes later being found in the aircraft). In the course of taking evasive action to escape from searchlights and the flak guns the navigator lost his bearings and the crew spent twenty minutes trying to work out where they were. Having then fallen behind the bomber stream they then opted to release their bomb load over the the Ruhr Valley and make for home. They landed safely at Leeming around midnight.

Pilot - Sergeant Alton Robert Ralph McQuade RCAF (R96829).

Navigator - Sergeant D M Lunney RCAF (R126533).

Bomb Aimer - Sergeant R H Law RCAF (R133732).

Wireless Operator/Air Gunner - Sergeant J Fraser RAFVR (1311594).

Air Gunner - Sergeant W C Patter RCAF (R185682).

Air Gunner - Sergeant E Foster RCAF (R123548).

Flight Engineer - Sergeant M Herbert RAFVR (1603464).

After service with 427 Squadron he [McQuade] was posted to 405 Squadron. He, Lunney, Law, Fraser, Patter and Foster were flying together in 405 Squadron Lancaster JB668 on ops to Berlin on 29 December 1943 when the aircraft was badly damaged by flak; they managed to make a landing at Woodbridge airfield in Suffolk but the aircraft was badly damaged. He was later posted to 419 Squadron and was awarded the DFC, Gazetted on 25th July 1944.

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McQUAID, F/O Thomas James (C7125) - **Distinguished Flying Cross** - No.15 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 1915 in Sault Ste.Marie, Ontario; home in Now York (engineer). Enlisted 29 August 1941 in Air Engineer Branch and commissioned from that date. To No.8 Repair Depot, 14 February 1942. Promoted Flying Officer that date. Remustered to aircrew, 8 January 1943, reverting to Pilot Officer; posted that date to No.2 ITS; to No.2 AOS, 2 April 1943. Qualified as Navigation Officer, 20 August 1943 and promoted Flying Officer with seniority from 8 January 1843. To "Y" Depot, 3 September 1943. To United Kingdom, 12 September 1943. Repatriated 23 April 1945. To No.1 Air Command, 8 May 1945. To No.14 SFTS, 9 June 1945. To No.4 Release Centre, 7 August 1945. Retired 13 September 1945. Injured 15 May 1944 in crash of Stirling EE958, No.1653 Heavy Conversion Unit. Encountered heavy icing which reduced power in starboard engines. Crash-landed in a wooded area at Banstead Manor, Cheveley, Cambridgeshire. Two other crewmen killed. 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 18 April 1945 when he had flown 34 sorties (180 hours 50 minutes), 6 November 1944 to 23 March 1945.

6 November 1944 - Koblenz (5.40)
11 November 1944 - Castrop Rauxel (5.05)
16 November 1944 - Heinsburg (4.45)
29 November 1944 - Neuss (4.45)
30 November 1944 - Bottrop (4.10)
4 December 1944 - Oberhausen (4.20)
5 December 1944 - Schwammenauel (4.30)
6 December 1944 - Merseburg (7.35)
8 December 1944 - Duisburg (4.30)
12 December 1944 - Witton (4.50)
15 December 1944 - Siegen (2.45), recall
19 December 1944 - Trier (4.50)
21 December 1944 - Trier (5.05)
23 December 1944 - Trier (5.00)
28 December 1944 - Cologne (4.45)
1 January 1945 - Vohwinkel (5.55)
11 January 1945 - Krefeld (5.10)

15 January 1945 - Enkerschwick (5.00)
16 January 1945 - Wanne Eickel (5.05)
1 February 1945 - Munchen-Gladbach (5.05)
9 February 1945 - Hohenbudberg (4.55)
20 February 1945 - Dortmund (6.05)
22 February 1945 - Buer (5.00)
23 February 1945 - Gelsenkirchen (5.45)
25 February 1945 - Kamen (5.45)
27 February 1945 - Gelsenkirchen (5.20)
1 March 1945 - Kamen (5.50)
2 March 1945 - Cologne (5.40)
4 March 1945 - Wanne Eickel (4.55)
6 March 1945 - Wesel (5.10)
9 March 1945 - Datteln (5.20)
10 March 1945 - Gelsenkirchen (5.20)
12 March 1945 - Dortmund (6.30)
20 March 1945 - Hamm (5.45)
23 March 1945 - Wesel (4.40)

Flying Officer McQuaid is navigator in Flight Lieutenant Noble's crew, and has now completed his first operational tour consisting of 34 sorties, totalling 180 hours 50 minutes, on such targets as Gelsenkirchen (three times), Cologne (twice), Dortmund (twice), Kamen (twice) and Merseburg.

A skilful and resourceful navigator, his navigation has, on all sorties, been of a consistently high order, rendering valuable assistance to his captain.

This officer is one of four surviving members of Flight Lieutenant Noble's crew who were involve in a serious flying accident whilst undergoing training at Heavy Conversion Unit. This has not in any way affected his keenness to take part in operations since joining the squadron.

Flying Officer McQuaid has displayed courage, determination and devotion to duty, worthy of the highest praise. He is recommended for the award of the Distinguished Flying Cross.

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McQUEEN, F/L Duncan Thomas (J10686) - **Commended for Valuable Services in the Air** - No.1 AOS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Home in Toronto; enlisted in Hamilton, 20 May 1941. To No.1 Manning Depot, 27 May 1941. To No.1 ITS, 20 June 1941; graduated and promoted LAC, 1 September 1941 when posted to No.1 Manning Depot; to No.4 AOS, 28 September 1941;

graduated 3 January 1942 when posted to No.4 BGS; graduated 14 February 1942 when posted to No.2 ANS; graduated and commissioned, 16 March 1942. Went overseas and then repatriated but dates unreadable on available record. To No.4 AOS, 16 July 1944. To No.1 Central Navigation School, 25 August 1944. To No.1 AOS, 22 September 1944. Retired 31 May 1945.

Since his repatriation from operations, this officer has done a consistently excellent job as a navigation instructor, not only in the classroom but also in the air. His experience, coupled with his untiring efforts, has been of invaluable assistance to the effectiveness of training at this school.

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McQUISTON, F/O John Henderson (J26751) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 25 August 1923 in Belfast, Northern Ireland; home in Toronto (laboratory assistant); enlisted in Toronto, 3 February 1942. To No.1 Manning Depot, 15 March 1942. To No.1 SFTS (guard), 7 May 1942. To No.6 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.9 EFTS until 7 November 1942; may have graduated 22 January 1943 but not posted to No.16 SFTS until 6 February 1943; graduated and commissioned, 28 May 1943. To No.1 GRS, 11 June 1943. To "Y" Depot, date uncertain. Taken on strength of No.3 PRC, 13 October 1943. Promoted Flying Officer, 28 November 1943. Promoted Flight Lieutenant, 20 November 1944. Repatriated 23 April 1945. To No.1 Air Command, 8 May 1945. To No.1 SFTS, 9 June 1945. To No.124 Squadron, 17 June 1945. To No.4 Release Centre, 7 December 1945. Retired 11 December 1945. Medal sent by registered mail 6 May 1949. Died in North York, Ontario, 29 September 2001. 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.1750 (PAC RG.24 Vol.20608) has recommendation dated 22 December 1944 when he had flown 21 sorties (110 hours 50 minutes); it was for an **immediate** DFC. See also F/O G.F. McGlone:

Flying Officer McQuiston, pilot, was detailed to attack Munster in daylight on November 18th. His hydraulics failed on take-off and the undercarriage would not come up. Determined to reach the objective, he ordered immediate course set and proceeded with the undercarriage down. Although unable to reach proper height and in spite of the intercom going completely unserviceable on crossing of the coast he persevered and coolly bombed the target. His tenacity of purpose and outstanding airmanship are an example to the whole squadron.

RCAF photo PL-42989 (20 March 1945) is captioned as follows: "Two Toronto fliers, members of the same Swordfish Squadron crew, relax following the last trip of their first operational tour and 'Skipper' the station mascot takes it easy with them. The men are, F/L J.H. McQuiston, pilot (1320 Danforth Avenue) and his navigator, F/O G.F. McGlone [sic], (81 Indian Road).

A letter dated 26 November 1944 (W/C F. Gaffney for Air Commodore Commanding, No.62 Base to Commanding Officer, No.415 Squadron) is interesting for evidence of the manner in which recommendations were scrutinized and vetted:

1. Reference RCAF Station Eastmoor's letter EM/S.761/1/P.1 dated 25th November 1944, returned herewith recommendations which were forwarded therein for the award of the Non-Immediate D.F.C. for the undermentioned officers:-

J.26751 F/O J.H. McQuiston
C.2206 F/L D.P. Thompson
J.87460 F/O C.A. Chartier

2. It is not considered that these officers have completed sufficient sorties to warrant recommendation at this time and it is suggested that they be withheld until such time as they have completed approximately 24 or 25 sorties.

3. In the meantime, however, should they take part in any incident which might warrant the award of an Immediate D.F.C. they should be re-submitted.

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McQUOID, F/L Donald John (J6389) - **Distinguished Flying Cross** - No.58 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 7 December 1943 and AFRO 166/44 dated 28 January 1944. Born in Summerberry, Saskatchewan, 28 November 1916; home there (farmer); enlisted in Regina, 13 September 1940. To No.5 (BR) Squadron, 8 October 1940. To No.1 ITS, 2 January 1941; promoted LAC, 8 February 1941 but not posted to No.10 EFTS until 21 February 1941. To No.1 Manning Depot, 22 April 1941. To No.8 SFTS, 2 May 1941. Graduated and promoted Sergeant, 27 July 1941. Commissioned 28 July 1941. To Embarkation Depot, 28 July 1941. To RAF overseas, 20 August 1941. Promoted Flying Officer, 28 July 1942. Promoted Flight Lieutenant, 24 July 1943. Promoted Squadron Leader, 30 July 1944. Repatriated with No.405 Squadron, 20 June 1945. To No.662 Wing, 4 August 1945. To "K", 6 September 1945. To Release Centre, 31 October 1945. Retired 3 November 1945. It appears that all his awards (DSO, DFC and Bar) were awarded on 14 February 1948.

Throughout his operational career this officer has maintained an exceptionally high standard in every branch of activity. On three occasions he has displayed outstanding airmanship, flying his aircraft and crew safely to base when conditions were such that he would have been fully justified in abandoning the aircraft. On one occasion he took off on an air/sea rescue sortie in a heavy gale and in extremely adverse weather and successfully completed his task. He has also participated in an attack on a U-boat which was sunk by an accompanying aircraft. As captain of aircraft Flight Lieutenant McQuoid has set a magnificent standard of leadership and proficiency.

McQUOID, S/L Donald John, DFC (J6389) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945.

Throughout two tours of operations Squadron Leader McQuoid has displayed magnificent leadership, courage and devotion to duty which have been worthy of the highest praise. He has participated in many important and hazardous missions and has always pressed home his attacks despite all difficulties he has encountered. Since the award of the Distinguished Flying Cross he has maintained a high standard of skilful pilotage and cool determination.

McQUOID, W/C Donald John, DFC (J6389) - **Distinguished Service Order** - No.405 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 133/46 dated 8 February 1946.

Since the award of a Bar to the Distinguished Flying Cross, this officer has participated in many operational sorties. He is an outstanding organizer and leader who both in the air and on the ground has set an inspiring example of skill, keenness and devotion to duty. On numerous occasions when serving as master bomber or deputy master bomber Wing Commander McQuoid, in adverse weather, has pressed home his attacks to a successful conclusion and by his determination and courage materially contributed to the successes attained.

NOTE: Public Records Office Air 2/9112 has recommendation dated 20 May 1945 when he had flown 42 sorties in Bomber Command and a total of 921 hours 23 minutes on operations; twelve sorties (65 hours) had been since previous award. The document states that his first tour had consisted of one Nickel raid (30 November 1941, 2.40, not counted as a sortie), plus raids on Emden (13 January 1942, 5.35), Paris (3 February 1942, 7.00), St.Nazaire (25 March 1942) and (between 27 April 1942 and 15 July 1943) 738 hours 15 minutes flying with Coastal Command which counted as only **three** sorties in Bomber Command. Remaining sorties (and text of recommendation) as follows:

10 July 1944 - Nucourt (2.45)
12 July 1944 - Paris (3.08)
15 July 1944 - Nucourt (3.30)
17 July 1944 - Cagny (2.30)
28 July 1944 - Stuttgart (6.20)
30 July 1944 - Battle Area (2.35)
3 August 1944 - Nieppe (2.05)
4 August 1944 - L'isle Adam (2.45)
14 August 1944 - TRACTABLE 21 (2.40)
15 August 1944 - Meisbroek (4.15)

16 August 1944 - Stettin (4.55)
18 August 1944 - Sterkrade (3.35)
25 August 1944 - Russelsheim (6.40)
26 August 1944 - Kiel (5.25)
29 August 1944 - Stettin (8.30)
15 September 1944 - Kiel (5.25)
30 September 1944 - Bottrop (3.25)
11 October 1944 - Fort Fredrik Hendrik (2.10)
14 October 1944 - Duisburg (3.55)
15 October 1944 - Wilhelmshaven (4.05)
19 October 1944 - Stuttgart (5.10)
25 October 1944 - Homberg (3.40)
28 October 1944 - Walcheren (2.10)
16 November 1944 - Julich (3.10)
18 November 1944 - Wanne Eickel (4.05)
2 December 1944 - Hagen (5.35)
4 December 1944 - Karlsruhe (5.05)
18 December 1944 - Duisburg (4.25)
2 February 1945 - Wanne Eickel (4.00)
2 March 1945 - Cologne (4.05)
5 March 1945 - Chemnitz (7.50)
8 March 1945 - Hamburg (5.55)
14 March 1945 - Zweibrucken (5.00)
16 March 1945 - Nuremburg (7.05)
4 April 1945 - Oeuna (7.00)
9 April 1945 - Kiel (4.55)

Since being awarded the Bar to the Distinguished Flying Cross, Wing Commander McQuoid has continued to operate with unremitting zeal and enthusiasm which has inspired all. He is an outstanding organizer and leader, whose personal example of fearlessness and extreme devotion to duty has had a most inspiring effect on all members in the squadron.

On numerous occasions, under most adverse conditions, and involving great personal danger, he, in the capacity of Master Bomber or Deputy Master Bomber, has pressed home his attacks to a successful conclusion, and has undoubtedly contributed considerably towards the successes attained.

He invariably displays the same insatiable zeal in the performance of his ground duties as he does on operations, never sparing any effort to bring the efficiency of his flight up to the required standard. Undoubtedly, the skill, keenness and devotion to duty shown by this officer has contributed materially to the operational record attained by this squadron.

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

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McRAE, Sergeant Charles (R191057, later J93402) - **Distinguished Flying Medal** - No.115 Squadron - Award effective 20 April 1944 as per **London Gazette** dated 25 April 1944 and AFRO 1075/44 dated 19 May 1944. Born in Winnipeg, 22 April 1924; home at Virden Station or Vivian Stat, Manitoba (labourer); enlisted in Winnipeg, 8 September 1942 and posted to No.2 Manning Depot. To No.10 SFTS (guard), 22 October 1942. To No.2 Pre-Aircrew Education Detachment, 21 February 1943. To No.4 Manning Depot, 20 March 1943. To No.1 Air Gunner Ground Training School, date uncertain. Promoted LAC, 29 May 1943 when posted to No.9 BGS; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 25 July 1943. To United Kingdom, 2 August 1943. Further trained at No.12 OTU, Nos.1651 and 1678 Conversion Units and No.1483 Gunnery Flight. Commissioned 29 January 1945. Repatriated 7 February 1945. To No.2 Air Command, 18 February 1945. To No.7 BGS, 26 March 1945. To Mountain View, 26 April 1945. To No.5 Release Centre, 9 June 1945. To No.1 Air Command, 15 June 1945. To No.5 Release Center again, 25 September 1945. Retired 3 October 1945. Decoration presented 5 July 1944.

This airman was the rear gunner of an aircraft detailed to attack Frankfurt on a recent occasion. Whilst over the target the aircraft was attacked by a fighter. The rear turret was rendered unserviceable and Sergeant McRae was wounded. Although in great pain this brave gunner refused to leave his post and, operating his turret manually, continued to use his guns most effectively, causing the attackers to terminate the engagement. Sometime later he fainted through loss of blood and had to be assisted from his turret. This airman set a splendid example of determination and devotion to duty.

NOTE: Public Record Office Air 2/9220 has recommendation drafted 26 March 1944 when he had flown three sorties (18 hours 25 minutes):

Sergeant McRae was the rear gunner in a Lancaster detailed to attack Frankfurt on the night of 18/19th March 1944. Whilst over the target the aircraft was heavily hit by flak and the port engine caught fire. Whilst the crew extinguished the flames, the aircraft was attacked by three enemy fighters, the rear turret was put out of action, and Sergeant McRae was wounded. Although in great pain he refused to leave his post, and by operating his turret manually, fired 600 rounds at the enemy fighters, scoring hits on the aircraft and causing them to break off their attack.

Eventually, when 150 miles from the target, on the homeward track, he accepted the assistance of the Wireless Operator, but fainted from loss of blood when he was helped out of his turret.

This Non-Commissioned Officer showed the most commendable courage and devotion to duty and I strongly recommend the award of the Distinguished Flying Medal.

Public Record Office Air 50/213 has two combat reports on file relating to him, as follows:

15/16 March 1944: Lancaster II, KO-E/115, LL667; Captain was Sergeant I. Williams and Mid-Upper Gunner was R. Howells; presumably all others were same as 18/19 March 1944. Target was Stuttgart, height 21,000 feet, course 252, speed 160, times 2338 hours and 2351 hours; positions 42° 43' 08.33" East and 4625" North 07° 45' East.

Bombs dropped: Rear Gunner sighted Ju.88 dead astern at 200 yards range and instructed the pilot to corkscrew port. Enemy aircraft opened fire and it was found afterwards that the rudder and starboard mainplane were damaged. Enemy aircraft then broke away to starboard quarter down and was lost to view. Gunners of our aircraft did not open fire.

Second Attack: Rear gunner sighted unidentified aircraft on starboard quarter up, 200 yards range, and instructed the pilot to corkscrew starboard. There was no exchange of fire and the enemy aircraft did not press home the attack. Enemy aircraft broke away down and was not seen again.

18/19 March 1944: Lancaster II, KO-M/115, DS629. Crew were as follows: Sergeant I. Williams (pilot), Sergeant J. Morris, Sergeant M. Ward, Sergeant E. Meikle, Sergeant A. Moody, Sergeant R. Howells (mid-upper gunner) and Sergeant McRae (rear gunner). Aircraft airborne from Witchford at 1959 hours. Fighter action effectively reduced aircraft to two engines and bomber force-landed at Coltishall. Following a technical inspection it was struck off strength, 20 April 1944. Target was Frankfurt; time 2220 hours, target area, 20,000 feet, course 180 Magnetic; visibility fair; Monica unserviceable. Rear Gunner (McRae) fired 600 rounds; Mid-Upper Gunner (Howells) fired 100.

Bombs dropped: Rear Gunner sighted five Ju.88s and one of the enemy aircraft came in to attack from dead astern, range 200 yards. Rear Gunner instructed pilot to corkscrew port. Enemy aircraft opened fire and wounded Rear Gunner in the foot, also rendered rear turret unserviceable. Enemy aircraft then broke away below out of view.

Second Attack: Rear Gunner sighted another Ju.88 also attacking from dead astern below at 200 yards range. The pilot corkscrewed to port as instructed by

the Rear Gunner. With the turret unserviceable the Rear Gunner opened fire operating his guns manually. Enemy aircraft fired at our aircraft and damage was done to port outer engine rendering it unserviceable. Enemy aircraft broke away and was not seen again. The Rear Gunner of our aircraft claimed hits on enemy aircraft.

Third Aircraft: Mid-Upper sighted Me.110 at range 400 yards turning in to attack on the port quarter up. Mid-Upper instructed pilot to corkscrew port. Mid-Upper opened fire with a short burst and enemy aircraft broke away down and was not seen again. No hits claimed by our gunners and no further damage was sustained by our aircraft.

McRAE, WO (now P/O) Charles, DFM (R191057/J93402) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945.

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McRAE, F/O Donald Farquhar (J9405) - **Distinguished Flying Cross** - No.179 Squadron - Award effective 27 September 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2322/43 dated 12 November 1943. Born in Stavely, Alberta, 19 March 1913; home in Vancouver; enlisted there 1 May 1941 and posted to No.2 Manning Depot. To No.11 Equipment Depot, 15 May 1941. To No.2 ITS, 20 June 1941; graduated and promoted LAC, 8 August 1941 when posted to No.19 EFTS; graduated 25 September 1941 when posted to 10 SFTS; graduated and commissioned, 19 December 1941. Further trained at No.31 GRS, Charlottetown (10 January 1942 to 14 March 1942) and No.31 OTU, Debert (15 March to 30 June 1942). Arrived in UK, 16 August 1942. Promoted Flying Officer, 1 October 1942; promoted Flight Lieutenant, 19 December 1943. Further trained at No.3 (P) AFU. Posted to No.179 Squadron, 12 January 1943, moving with that unit to Gibraltar, Azores and back to Britain until posted on 20 December 1943. To Canada, 19 January 1944. Instructing at No.1 GRS, Summerside, 28 February to 28 July 1944. Back and forth between Pennfield Ridge and No.165 Squadron, 28 July 1944 to 3 February 1945; Station Sea Island, 4 February to 4 October 1945; No.6 OTU, Comox, 5 October 1945; to No.168 (Heavy Transport) Squadron, 23 November 1945. Released 17 April 1946; rejoined via Western Air Command Communications Flight, 9 August 1946; accepted in Permanent Force, 1 October 1946 (19651); subsequently with Nos. 121 and 123 Flights to 25 March 1949. Commenced flying with Tactical Air Group, Winnipeg, 18 April 1949. His log books are unclear about subsequent postings to 1955. Commenced flying at School of Land/Air Warfare, RAF Old Sarum, 25 January 1955 (to 12 December 1956). Posted to AFHQ/VCAS, January 1957. Last log book entry dated 3 August 1960. Retired 19 January 1961. Private or DOT flying thereafter. Died in Lantzville, British Columbia, 8 August 1991 as per **Legion Magazine** of December 1991. Photos include PL-23719, PL-23658 and PL-133236. Cited with F/O R.K. Senior (RAAF). Log books held by Comox Air Force Museum.

Flying Officer McRae and Flying Officer Senior as captain and wireless operator air gunner respectively have flown on many anti-submarine patrols and recently have successfully executed three attacks on enemy submarines. On the latter of these Flying Officer McRae, displaying brilliant airmanship, executed his attack with great precision from a height of 100 feet precisely. This officer has displayed great courage and tenacity and his efforts have been well supported by Flying Officer Senior whose skilful work has been of a high order. These officers have set an unsurpassed example of keenness and devotion to duty.

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McRAE, F/O James Marshall (J20176) - **Distinguished Flying Cross** - No.162 (Bomber Reconnaissance) Squadron - Award effective 26 September 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 28 November 1917. Enlisted in Calgary, 17 July 1941. To No.2 Manning Depot, 19 September 1941. To No.33 SFTS (guard), 26 December 1941. To No.2 ITS, 14 February 1942; graduated and promoted LAC, 11 April 1942 but not posted to No.19 EFTS until 25 April 1942; graduated 3 July 1942 and posted next day to No.12 SFTS; graduated and commissioned 23 October 1942. To No.31 GRS, 6 November 1942. To Western Air Command, 22 January 1943. Promoted Flying Officer, 23 April 1943. To Eastern Air Command, 1 May 1943. To No.162 (BR) Squadron, 4 May 1943. Promoted Flight Lieutenant, 23 October 1944. Date of release uncertain. Rejoined RCAF in Flying Control Branch, 21 September 1951 (46720); date of retirement uncertain. Cited with WO2 Joseph J.C. Bergevin (RCAF, WOP, awarded DFC) and Sergeant Robert F. Cromarty (RCAF, FE, awarded DFM). See Bergevin for citation. Action described was sinking of U-715 north of the Shetlands, 13 June 1944. See W.A.B. Douglas, **The Birth of a National Air Force**, pp.593-594.

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McRAE, Sergeant John Bell (R175983, later J50079) - **Air Force Medal** - No.1 Bombing and Gunnery School - Award effective 14 July 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 7 April 1913. Home in Vancouver; enlisted there 22 July 1942. To No.3 Manning Depot, 16 August 1942. To No.15 SFTS (guard), 25 September 1942. To No.4 ITS, 27 December 1942; graduated and promoted LAC, 6 March 1943 when posted to No.5 EFTS; may have graduated 1 May 1943 but not posted to No.15 SFTS until 11 May 1943; graduated and promoted Sergeant, 20 August 1943. To No.4 AOS, 3 September 1943. To No.5 SFTS, 2 January 1944. To No.1 BGS, 19 March 1944. Promoted Flight Sergeant, 20 May 1944. Commissioned 5 September 1944. Promoted Flying Officer, 5 March 1945. To No.8 Release Centre, 6 March 1945. Retired 8 March 1945. Presented 1 February 1946. Died 4 February 1992 in Port Moody, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of May 1992.

This NCO was pilot of an Anson aircraft on night bombing exercises recently over a lake, when his aircraft was struck by another Anson from a nearby aerodrome. His aircraft lost a third of the port wing, which rendered it practically unmanageable. Despite this, he directed the aircraft over land, which allowed his two bomb aimers to parachute safely to the ground. He then flew back to his aerodrome and made a successful wheels-up landing with a minimum of damage to the aircraft. Sergeant McRae exercised a great deal of coolness and courage and showed a very high standard of airmanship on this flight.

NOTE: The incident described involved Anson 7043; the other aircraft was from No.16 SFTS. The latter was deemed to be too close to the Jarvis bombing range, although neither pilot was keeping a good lookout.

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McRAE, S/L Robert Wallace (J3468) - **Air Force Cross** - No.4 (BR) Squadron - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born 26 December 1915 in Vancouver; attended University of British Columbia. (B.Comm, 1940). Enlisted in Vancouver, 5 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940 when posted to No.8 EFTS; graduated 12 October 1940 when posted to No.4 SFTS; graduated and promoted Sergeant, 20 December 1940; to No.1 ANS, 4 January 1941. Promoted Flying Officer, 21 December 1941. To No.7 AOS, 6 July 1942. To Western Air Command, 17 October 1942. To Prince Rupert, 20 October 1942 and assigned to No.7 Squadron. Promoted Flight Lieutenant, 20 November 1942. To Boundary Bay, 26 December 1942. To No.125 Squadron, 27 February 1943. To No.2 Group Headquarters, 15 September 1943. To No.120 (BR) Squadron, 15 March 1944. To No.9 Squadron, 30 April 1944. Promoted Squadron Leader, 19 June 1944. To Western Air Command Headquarters, 23 August 1944. To Tofino, 7 August 1945. Retired 27 September 1945. As of recommendation (11 June 1945) he had flown 1,347 hours, of which 457 hours were operational (70 sorties). Postwar pilot with Trans-Canada Airlines. Medal sent by registered mail 11 July 1950. Died in Toronto, 21 July 2004; ashes interred in Renfrew, Ontario.

Squadron Leader McCrae, a very keen pilot and a capable and efficient squadron commander, has set an excellent example to those under him both in flying and other duties. By reason of his outstanding skill, courage and leadership he has contributed greatly to the fine record of his squadron and to the Royal Canadian Air Force generally.

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McROBERTS, F/O Robert Cowan (J12537) - **Distinguished Flying Cross** - No.421 Squadron - Award effective 20 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born in Glasgow, Scotland, 25 November 1917; lived in Alberta, 1923

onwards; home in Calgary; enlisted there 4 August 1941 and posted to No.2A Manning Depot. To No.8 BGS, 20 August 1941. To No.4 ITS, 10 October 1941; graduated and promoted LAC, 20 December 1941 when posted to No.5 EFTS; to No.2 SFTS, 14 March 1942; graduated and commissioned, 3 July 1942. To Trenton, 1 August 1942. To No.1 Flying Instructor School, date uncertain. To No.6 SFTS to instruct, 16 September 1942. Promoted Flying Officer, 3 January 1943. Attended No.1 OTU, Bagotville, 25 April to 10 July 1943. To "Y" Depot, 10 July 1943. Embarked 15 July 1943. Arrived in UK, 22 July 1943. Attended No.53 OTU, 7 September to 29 October 1943. No.421 Squadron, 29 October 1943 to 5 September 1944. Promoted Flight Lieutenant, 4 August 1944 with effect from 3 July 1944. Aerial victories as follows: **23 June 1944**, one Bf.109 damaged; **30 June 1944**, one Bf.109 destroyed; **5 July 1944**, two Bf.109s destroyed; **12 July 1944**, one Bf.109 damaged (badly shot up by five '109s, wounded slightly by flying glass). Repatriated to Canada, 12 September 1944. To No.124 Squadron, 22 November 1944; with No.8 Repair Depot, Winnipeg, 12 December 1944 to 2 January 1946; at No.1 Composite Training School, Toronto. 2 January to 14 February 1946; at No.1 REMU, Lethbridge, 13 March to 15 September 1946. Presented to next-of-kin, 10 December 1947. Killed 15 September 1946 in crash of a Dakota at Estevan, Saskatchewan (21 killed). Photo PL-30719 shows him.

Flying Officer McRoberts has flown on many operational sorties and has displayed exceptional courage and devotion to duty. He has destroyed four enemy aircraft and damaged several more. In his last flight, which ended with the destruction of the enemy aircraft, Flying Officer McRoberts was injured in the face and his aircraft was severely damaged. Nevertheless, this gallant pilot flew safely to base.

Public Record Office Air 2/9160 has recommendation drafted about mid-July 1944 when he had flown 114 sorties (183 hours 45 minutes).

This pilot has flown 114 sorties involving some 185 hours of operations. He has participated in all types of operations from Ramrods to bombing and strafing. He has personally destroyed four enemy aircraft and damaged a further three. In his last engagement in which he succeeded in destroying his fourth enemy aircraft, he was very badly shot up and wounded. Despite the fact that his face was covered with blood and his eye injured, he did not panic, but succeeded in carrying on and successfully returned to base with the aircraft which was absolutely riddled. His injuries necessitated his removal from operational flying.

A comment following was signed by "BA. Prest" on behalf of S/L WAG Conrad:

A very capable pilot who has shown great keenness to engage the enemy in the air and on the ground. His determination and devotion to duty have inspired the whole squadron.

This was followed by a comment dated 28 July 1944 by a Group Captain (name illegible):

A very determined and aggressive fighter pilot who was courageous in discharging his duties to the extreme. On the completion of a successful tour he has displayed remarkable courage in extracting himself from a situation which might have caused disastrous results to the average individual. I recommend him for the non-immediate award of the Distinguished Flying Cross.

NOTES: He applied to RCAF, 14 July 1940 but was unable to join. He was then in Royal Canadian Artillery, 6 November 1940 to 2 August 1941 (13th Field regiment, training at Debert as Surveyor). He was an excellent instructor at No.6 SFTS and was described on 14 April 1943 as "Excellent service spirit; should do well on operations." (S/L J.J. Jordan), although G/C V.H. Patriarche had noted he had been logged for disobeying regulations with respect to low flying.

The actual course at No.1 OTU, Bagotville was from 26 April to 25 June 1943. Owing to a lack of oxygen on station, only a few oxygen flying exercises were completed. The course was described as composed of the following tasks: 1: Dual (Master or Harvard aircraft, sector reconnaissance); 2: Solo (Master or Harvard); 3: First Solo, Service Type; 4: Experience on Service Type and Sector Reconnaissance; R/T Practice; 5: D/F Homing Practice (not completed by him); 6: Climb to 18,000 feet; 7: Formation Flying; 8a: Instrument Flying, Dual; 8b: Instrument Flying as safety pilot; 9: Individual Astern Attacks; 10a: Navigation - Triangular Cross-Country and Map Reading; 10b: Navigation - map reading and pin-pointing; 11: Deflection Attacks, Dual; 12: Air to Ground Firing; 13: Individual Deflection Attacks on Single Aircraft; 14a: Air Combat - elementary air combat following each other; 14b: Air Combat - Advanced, approaching head-on; 15a: Selection Attacks, on a single aircraft, straight ahead; 15b: Selection Attacks, taking avoiding action; 16: Spinning and Aerobatics; 17: Search Formations; 18a: Cloud Flying - individual (not completed by him); 18b: Cloud Flying - as a member of a section (not completed by him); 19: Air to Air Firing; 20: Rhubarb, cross country; 21a: Section Attacks at 4,000 feet; 21b: Section Attacks, between 10,000 feet and 15,000 feet; 21c: Section attacks, between 20,000 and 25,000 feet; 22: Climb in Section to 25,000 feet; 23: Squadron Formation, four or more sections of two aircraft, in pairs; 24: Interruption and Attack Practice; 25a: Low Flying, individual; 25b: Low Flying, as a member of a Section; 25c: Low Flying, as a member of a Section, astern attacks against single aircraft; 26: Force Landing Practice (not completed by him); 27a: Night Flying - dusk landings (not completed by him); 27b: Night Flying - night landings (not completed by him).

Also at No.1 OTU he was assessed overall under the following headings: AIRMANSHIP, INTELLIGENCE, TECHNICAL, NAVIGATION, ARMAMENT, SIGNALS, OPERATIONS AND TACTICS and LINK TRAINER (he logged 12 hours 30 minutes in Link.)

At No.53 OTU, course lasted 7 September to 15 October 1943. He was assessed as "Above Average" in all categories including pilot, formation flying, and air firing. He fired 1,250 round air-to-air, 252 rounds air-to-ground and exposed 21 feet of cine film. Flew 85 minutes dual on

Masters (30 minutes dual to first solo) and 37 hours 40 minutes. Solo time was 37 hours 40 minutes (not clear how much of this was Master vs Spitfire) including 15 hours 25 minutes in formation flying.

His medical record indicates how stress was handled. About 24 July 1944 the following comments were recorded:

This officer has finished an operational tour, during which he shot down four enemy aircraft. He has been shot up by flak on several occasions and was shot up by two '109s 12 July 1944., sustaining facial injuries from flying glass. After he was screened he felt quite tired, but he used to have nightmares every night, he has become what he describes as "flak shy"; whenever there was anti-aircraft fire he would have a tendency to pull up over it. He says what he would like to do is to have a good rest, and then get back to operational flying again. His Squadron M.O. feels that this man should have a good rest, preferably in Canada, rather than going to an OTU as is customary, after finishing a tour.

Surgical Specialist, S/L B. Marteinsson, wrote:

Shot up by enemy fighter, hit perspex, pieces of which hit him all round the left eye. On examination, multiple small wounds left side of nose, upper part of cheek, eyelids and eyebrow. Little reaction to these F.B.'s some are working out. Opinion - multiple pieces of small perspex in skin of nose, cheeks, eyebrows and lids. This should be kept under observation, some of these may later need to be picked out.

Ophthalmologist W/C Elliot wrote:

On 12 July 1944 this officer was attacked by enemy aircraft and he received multiple punctures of the skin about the left eye from flying plexi-glass. The eye was not hit and there was no loss of vision. Goggles not on at the time. There are numerous fine imbedded particles in the skin on the left side of the bridge of the nose, on left cheek and left eyebrow, margin of left upper eyelid. No corneal or conjunctival imbedded foreign material. Medi and fundi normal. Vision fields normal. A slight amount of simple hyperopia present O.U. X-Rays of left orbit revealed no radio-opaque foreign bodies. There is no evidence of ocular injury. Most of the imbedded pieces of plexi-glass in skin around eye should work themselves out in time.

Neuropsychiatrist, W/C Crisp, wrote:

This officer is not pre-disposed towards the development of psychogenic symptoms. He has been exposed to considerable flying stress by affairs at his

home. He has developed some mild anxiety symptoms which detracts from his efficiency. His morale is excellent and he himself wants to return to operational flying after a short rest. I do not feel that he will recover his full efficiency as soon as he expects and advise his repatriation to Canada where he should make a rapid recovery as soon as he can adjust his personal affairs. Opinion, Anxiety State.

RCAF Immediate Press Release No.4301, circa September 1944, transcribed by Huguette Oates, reads:

A cable from overseas advising that he had been awarded the Distinguished Flying Cross caused F/O R.C. (Scotty) McRoberts, Calgary, to exclaim: "It's a wonderful world".

Youngest son of Mrs. J. McRoberts, 1827-17A Street West, Calgary, Scotty received the announcement of his DFC three days before he was to report back to Ottawa, Ontario, following disembarkation leave. "Mother was more excited than I was", said the Spitfire pilot, a member of the Red Indian squadron. "She was walking on air for three days".

McRoberts spent 16 months overseas, returning to Canada on medical grounds. He made 112 sweeps over enemy territory and has four enemy aircraft destroyed and a damaged to his credit. His last sweep was the most thrilling as well as "shaky".

"We took off during late afternoon of July 12th," said McRoberts in sketchily describing what he calls 'a bit of a shaky do'. "There were eight of us over Lesieux, France; we became embroiled in a dogfight with 20 Messerschmitt 109s. We were more than holding our own when 12 more of the same type of enemy aircraft took a hand in the show. I managed to send down one of the Jerry aircraft before I was attacked from behind and above at just the same time. My engine was damaged so that it would only give about three quarters of regular performance. My starboard wing tip was shot off and a cannon shell exploded in the fuselage damaging the control wires. But that wasn't all. To add insult to injury, another cannon shell hit the coop-top of the cockpit and I was showered with Perspex. I headed for home, able to use only one eye as cuts from the flying glass had resulted in blood congealing over my left eye. But, the Spitfire made it okay and I made an uneventful landing. The rest of the Squadron were swell. Although short of petrol, they gave me the green light to go straight in and land without having to stooze around the airfield awaiting my turn."

The Red Indians were among the first Canadian Squadrons to go into Normandy and, in the dogfight referred to by F/O McRoberts, they destroyed five enemy aircraft with no loss to themselves.

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McRORIE, F/O Eric Ryerson (J27274) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 17 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 1 August 1915 at Avonlea, Saskatchewan; enlisted in Winnipeg, 27 May 1942. Granted Leave Without Pay until 11 August 1942 when posted to No.3 Manning Depot. To No.4 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942 but not posted to No.2 BGS until 6 February 1943; to No.5 AOS, 1 May 1943; graduated and commissioned 11 June 1943. To "Y" Depot, 25 June 1943. To United Kingdom, 15 July 1943. Promoted Flying Officer, 11 December 1943. Repatriated 9 November 1944. To No.2 Training Command, 15 December 1944. To No.16 SFTS, 19 December 1944. To Moncton, 4 March 1945. To United Kingdom, 18 March 1945. Repatriated again, 28 August 1945. Retired 10 October 1945. Settled in Avonlea where he operated a Red and White store until 1979. Died there 24 May 2013. Award presented 17 January 1948. Photo PL-34162 is a portrait.

One night in March 1944, when on his first operation, a mine laying mission to Kiel Bay, the port engines of the aircraft of which Flying Officer McRorie was air bomber caught fire. On the return journey it became necessary to bring the bomber down onto the sea. Flying Officer McRorie calmly continued at his work, assisting the navigator and the strapped in the pilot and tried to jettison his escape hatch. The escape hatch was found to be immovable so Flying Officer McRorie obtained an axe and chopped the hatch away just before the aircraft touched the water. The engineer was injured on impact and was unable to escape. Flying Officer McRorie returned to the aircraft to assist him and succeeded in getting him into the dinghy. His outstanding coolness and courage in the face of danger is worthy of the highest praise.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has original recommendation by W/C D.C. Hagerman dated 23 September 1944 when he had flown 34 sorties (183 hours 15 minutes) as follows:

On the night of 27 March 1944 [sic, 22 March 1944], when on his first operation, a mining sortie to Kiel Bay, both port engines caught fire and had to be feathered. During the North Sea crossing to Base, the aircraft was forced to ditch. Flying Officer McRorie calmly carried on his work assisting the Navigator and then strapped in the Pilot and tried to jettison the Pilot's escape hatch. This hatch was found to be immovable so Flying Officer McRorie calmly obtained an axe and chopped the hatch away just before the aircraft ditched. On the impact the Engineer was injured and was unable to get out of the aircraft. Flying Officer

McRorie returned to the aircraft to assist the Engineer and succeeded in getting him into the dinghy.

Flying Officer McRorie has now completed 34 operations and throughout his tour has shown the same calmness and coolness in moments of danger. His example has assisted greatly in steadying his crew. His bombing runs over heavily defended targets have never faltered and, on precision targets, his results have been most outstanding.

The outstanding coolness and devotion to duty showed by this officer in my opinion fully merit the immediate award of the DFC.

The sortie list was as follows - first on Halifax II aircraft, and from 22 May onwards in Lancasters:

22 March 1944 - Gardening, Kiel Bay (6.35, ditched)
9 April 1944 - Lille (5.30)
10 April 1944 - Ghent (5.00)
20 April 1944 - Gardening, Baltic Sea (7.40)
26 April 1944 - Paris (6.05)
22 May 1944 - Dortmund (4.55)
24 May 1944 - Aachen (5.05)
31 May 1944 - Mont Couple (3.25)
4 June 1944 - Pas de Calais (3.30)
5 June 1944 - Merville (4.45)
6 June 1944 - Coutances (4.50)
9 June 1944 - Le Mans (5.45)
10 June 1944 - Versailles (5.40)
12 June 1944 - Cambrai (4.50)
14 June 1944 - St. Pol (4.00)
15 June 1944 - Boulogne (4.15, day)
21 June 1944 - St. Martin l'Hortier (4.25, day)
23 June 1944 - Bientiques (3.45)
4 July 1944 - Villeneuve St. George (6.15)
6 July 1944 - Siracourt (4.25, day)
7 July 1944 - Caen (4.25, day)
12 July 1944 - Thiverny (4.50, day)
15 July 1944 - Bois des Jardins (4.10)
18 July 1944 - Caen (4.15, day)
18 July 1944 - Wesseling (5.40)
23 July 1944 - Kiel (6.20)
24 July 1944 - Stuttgart (9.00)
28 July 1944 - Hamburg (6.15)

3 August 1944 - Bois de Casson (5.15, day)
4 August 1944 - Bois de Casson (5.20, day)
7 August 1944 - Caen (5.10)
9 August 1944 - Acquey (4.30)
25 August 1944 - Russelheim (8.45)
28 August 1944 - Stettin (8.40)

Note: "Lost Bombers" website provides the following respecting Halifax JD468, VR-W of No.419 Squadron. Airborne 1739 hours, 22 March 1944 from Middleton St.George to lay mines in Kiel Bay (Quinces Region). At 2215, outbound, at 15,000 feet the port outer engine caught fire but the blaze was extinguished and the crew continued and completed the operation. Returning home at 10,000 feet on three engines the port inner took fire and although the fire was extinguished the Halifax gradually lost height. At 2356 an SOS was transmitted and ten minutes later the bomber was, gently, ditched. All got into their dinghy and were rescued 0330 by a trawler, which had been guided to the scene by flares dropped from search aircraft. The Halifax remained afloat nearby until sunk by gunfire from the trawler. P/O G.R.H.Peck (RCAF, later awarded DFC), Sergeant L.E.Brooks, F/O A.T.Paton (RCAF, later awarded DFC), F/O E.R.McRorie (RCAF, later awarded DFC), F/O A.W.Winch (RCAF, later awarded DFC), Sergeant D.G.Curry (RCAF), Sergeant L.G.Ringuette (RCAF)

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McSORLEY, P/O Bernard Francis (J17664) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2322/43 dated 12 November 1943. American in the RCAF, from Long Island, New York. Born in The Bronx, 29 November 1916; enlisted in Ottawa, 9 June 1941 and posted to No.1 Manning Depot. To Station Trenton, 16 July 1941. To No.1 ITS, Toronto, 21 August 1941; graduated and promoted LAC, 9 October 1941; to No.20 EFTS, Oshawa, 10 October 1941; graduated 6 December 1941 and posted next day to No.16 SFTS, Hagersville; graduated and promoted Sergeant, 27 March 1942). To "Y" Depot, 29 March 1942. To RAF Trainee Pool., 30 April 1942. Disembarked in Britain, 12 May 1942. To No.12 (P) AFU, 23 June 1942. To No.24 OTU, 11 August 1942. Promoted Flight Sergeant, 27 September 1942. To No.1659 Conversion Unit, 27 December 1942. To No.419 Squadron, 6 February 1943. Promoted WO2, 27 March 1943. To No.405 Squadron, 9 April 1943. Commissioned 2 May 1943. Promoted Flying Officer, 15 August 1943 with simultaneous promotion to Flight Lieutenant. To Station Oakington, 8 September 1943. To Pathfinder Force Night Training Unit, 6 October 1943. Medal presented at Buckingham Palace 7 December 1943. Killed in flying accident, 25 January 1944, at Pathfinder Force Night Training Unit (Halifax W7832). Took off at 2115 hours from Upwood for a target indicator dropping exercise. Failed to gain height; smashed through trees and burned on impact. His widow (whom he had married in Vancouver) had followed him to the United Kingdom, where he was buried.

This officer has piloted his aircraft in the face of intense enemy opposition to most of the heavily defended targets in Germany, including Dusseldorf, Hamburg and Essen. His coolness, courage and devotion to duty have largely contributed to the successful completion of many operational sorties.

Note: He had taken flying lessons before enlistment and soloed on Piper Cub after eight hours (Safair Incorporated, Roosevelt Field, New York). Display designer before enlistment

Training: At No.20 EFTS, 6 November 1941, Tiger Moth 5000 taxied into Tiger Moth 4347. LAC McSorley and LAC W.H. Davis respectively uninjured. "Carelessness on part of pilot of 5000."

At No.24 OTU he had an accident on Whitley BD283, 9 November 1942, damaging it Category AC. It was night, no moon. He was burning proper lights and taxiing when he collided with another aircraft whose lights had failed. "Judging by the damage, the aircraft was traveling at a reasonable speed, but it is difficult to understand why it did not see the preceding aircraft at an earlier stage while taxiing round the track. The landing aircraft's lights only failed as it came to rest." No blame was attached to the other pilot but the rear gunner was criticized for not warning his own pilot or flashing a torch on the approach of McSorley's machine.

Particulars of death: Halifax W7823 was airborne from Warboys about 2115 hours of 25 January 1944 to carry out a demonstration of target indicators and other Pathfinder equipment. The load consisted of nine Target Indicators and four Small Bomb Containers, weighing all 2,362 pounds. There were ten persons aboard, but the all-up weight was still well within permissible limits. There was a 35-45 mph wind blowing from the Northwest, straight up the runway in use. After becoming airborne at about 1,000 yards the aircraft was observed by the ACP to swing off to the right of the runway. The NCO in charge reported its peculiar behavior to Airfield Control and then watched it by its tail light apparently continuing to fly at 200-300 feet for three miles until it disappeared and burst into flames in the direction of Upwood Village. Inspection at the scene indicated the aircraft had first struck the top branches of some low trees and 50m yards beyond had collided with two larger trees that had knocked off both wing tips. At this point the aircraft was fairly level. After the loss of wing tips and some other wing structures it continued for 250 yards and then "became involved in a number of heavy elm trees, three of which were knocked down.": Crew and casualties were as follows: F/L D.F. McSorley, DFC, (captain, 844 hours on all types, 474 hours on Halifaxes, 203 hours 30 minutes night solo on Halifaxes); 979438 FS F.J. Jervis (Flight Engineer), 144455 P/O L.L. Oram (Nav/B), 1324455 Sergeant W.G. Stoneman (Nav/B), 146286 F/O G. Candling, DFC, DFM (Nav/B), , 1436585 Sergeant W. Ellenor (Nav/B), 629823 Warrant Officer H.A. Jolly, DFM (WOP Air), 1560689 Sergeant B.K. Mitra (Indian, Mid-Upper Gunner), 1356244 LAC A.G. Preston (passenger, died soon after crash), 1795814 AC2 A.E. Kavanaugh (passenger).

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McSORLEY, Nursing Sister Ruby Perella (C3936) - **Associate, Royal Red Cross** - No.5 Bombing and Gunnery School. Award effective 1 January 1943 as per **London Gazette** of that date and RCAF Routine Order 55/43. Born in Deleau, Manitoba, 6 June 1908. Enlisted as Nursing Sister, 24 January 1941. To No.5 BGS, 2 June 1941. Appointed Section Officer, 24 July 1941. To "Y" Depot, 8 March 1943. To RAF overseas, 7 April 1943. Repatriated 8 June 1945. To No.18 SFTS, 25 July 1945. To a Convalescent Unit, 12 August 1945. To No.8 Release Centre, 13 October 1945. Retired 18 October 1945. Medal presented at Buckingham Palace 22 June 1943. RCAF photo PL-19326 (ex UK-4334 dated 30 June 1943) taken following investiture; she is on left; on right is Nursing Sister Olive Munro of Minnedosa, Manitoba who trained with McSorley in Canada.

This Nursing Sister's services have been marked by a high degree of loyalty and devotion to duty. She is exceptionally well qualified professionally and very ably organized the nursing service and equipment at a number of units during their formative stages. She enjoys the confidence of her immediate staff and subordinates and is held in the highest esteem by her superiors.

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McTAGGART, F/O David Ostrom (J87335) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 9 September 1921 in Vancouver. Radio instructor in civil life; home in Vancouver; enlisted there 11 August 1942. To No.3 Manning Depot, 2 November 1942. To No.4 ITS, 23 January 1943; graduated and promoted LAC, 2 April 1943; posted next day to No.5 EFTS; graduated 28 May 1943; posted next day to No.3 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 9 February 1945. Retired 4 April 1945. Presented 13 July 1946. Possibly served in postwar RCAF. Died in Parksdale, British Columbia, 30 October 1984 as per **Legion Magazine** of April 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." DHist file 181.009 D.1750 (RG.24 Vol.20608) has recommendation dated 22 November 1944 when he had flown 23 sorties (110 hours 35 minutes) between 15 August and 18 November 1944.

Flying Officer McTaggart has an outstanding operational record. He is a determined, skilful and courageous officer and his crew have great confidence in his ability to defend the aircraft. His sorties have been varied and hazardous but his skill and coolness have been most praiseworthy..

The sortie list was as follows:

15 August 1944 - Brussels/Melsbroeck (4.00, second pilot).

16 August 1944 - Kiel (5.10)
25 August 1944 - Brest (4.45)
28 August 1944 - Oeuf en Feoncie (4.25)
31 August 1944 - Ile de Cezembre (5.00)
13 September 1944 - Osnabruck (4.45)
15 September 1944 - Kiel (6.00)
17 September 1944 - Boulogne (3.50)
25 September 1944 - Calais (4.15)
26 September 1944 - Calais (3.30)
27 September 1944 - Bottrop (5.20)
28 September 1944 - Cap Gris Nez (3.40)
30 September 1944 - Sterkrade (4.550)
6 October 1944 - Dortmund (5.50)
12 October 1944 - Wanne Eickel (4.00)
14 October 1944 - Duisburg (5.20)
14 October 1944 - Duisburg (5.35)
15 October 1944 - Wilhelmshaven (4.15)
16 October 1944 - Julich (5.15)
1 November 1944 - Oberhausen (5.55)
2 November 1944 - Dusseldorf (5.35)
4 November 1944 - Bochum (5.10)
6 November 1944 - Gelsenkirchen (5.05)
18 November 1944 - Munster (5.05)

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McVEIGH, S/L Charles Norman, AFC (C89501) - **Mention in Despatches** - No.437 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Born in Calgary, 11 September 1918 (obituary said 9 September 1918). Former CAN/RAF (see data base for that group). Transferred to RCAF, 4 October 1944 in rank of Squadron Leader. Promoted Wing Commander overseas. Repatriated 1 April 1946. To No.9 (Transport) Group, 8 July 1946. To No.164 Squadron, 10 July 1946. To United Kingdom, 26 September 1946. Took up commission in postwar RCAF, 1 October 1946 (20450). Reverted to Squadron Leader but regained Wing Commander rank on 1 January 1945. Principal postings were with No.426 Squadron (11 July to 25 September 1946), instrument flying training, (100 hours on Dakotas), RCAF Overseas Headquarters (26 September to 20 November 1946), Eastern Air Command Composite Flight (commanding officer, 21 November 1946 to 2 January 1947), Patricia Bay (5 January to 5 October 1947), Joint Air School, Rivers (12 July 1948 to 2 February 1951, including command of No.112 Flight, 12 July 1948 to 31 March 1949), and Transport Command Headquarters, 3 January 1957 to 18 August 1959. Retired from RCAF, 23 July 1965. Died in Delta, British Columbia, 20 July 2002. Returned via Eastern Air Command, 21 November 1946. DHist file 181.009 D.4855 (RG.24 Vol.20657) has recommendation dated 14 July 1945 for an American Silver Star which shed light on his activities. Photo PL-33875 show

him alone. PL-33878 (31 October 1944) shows him with W/C John A. Sproule. Photo PL-44169 (ex UK-21846 dated 31 May 1945) shows No.437 Squadron mascot "Brevet", W/C J.A. Sproule and S/L Charles McVeigh near Brussels.

Whilst on his first tour in Bomber Command this officer carried out many hazardous sorties both from bases in France and the United Kingdom. This officer commenced his second tour in the Airborne role in 46 Group and has participated in all the airborne operations in the European Theatre excepting the crossing of the Rhine.

On June 5th, 1944, he led 48 Squadron on Operation "Tongo" dropping his paratroopers on a D.Z. near Caen.

During the invasion of Holland this officer displayed great gallantry by pressing on to drop his panniers on the Drop Zone despite very intense and accurate flak.

In the many operations in which Squadron Leader McVeigh has participated he has at all times shown leadership, initiative and devotion to duty of the highest order.

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McVEIGH, WO2 (now P/O) Hamilton Gordon (R70185/87423) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 22 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born in St.Catharines, Ontario, 8 July 1920 (obituary notice gives date); home in Port Arthur, Ontario where he graduated from the Port Arthur Technical and Commercial High School.; employed as clerk. Enlisted in Galt, 28 August 1940 as Airframe Mechanic. To No.6 Repair Depot, 10 October 1940. Promoted AC1, 28 November 1940. To No.10 Repair Depot, 11 January 1941. Promoted LAC, 1 April 1941. Promoted Corporal, 1 May 1941. Remustered to aircrew and posted to No.7 ITS, 11 April 1942; may have graduated 5 June 1942 but not posted to No.20 EFTS until 18 July 1942; to No.5 SFTS, 26 September 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 20 June 1944. Repatriated 15 November 1944. Promoted Flying Officer, 20 December 1944. To No.2 Air Command, 4 January 1945. To No.8 Repair Depot, 11 January 1945. To "Y" Depot, 5 March 1945. To United Kingdom, 18 March 1945. Repatriated 13 June 1945. Retired 10 September 1945. Postwar he studied mining engineering at the University of Toronto and graduated 1949. During his university studies, he worked underground at mines in Geraldton and Long Lac and on the construction of the Port Arthur breakwater. After graduation, he was employed by Quemont Mines, Noranda, followed by Dorr-Oliver Long at Orillia, the Midland Ross Corporation at Toledo, Ohio, and finally with Hatch Associates of Toronto. During his professional career, he travelled and lived world-wide as an engineering consultant. Photo PL-32300 (ex UK-14579 dated 7 September 1944 shows him. RCAF photo

PL-32302 (ex UK-14581 dated 7 September 1944) is captioned as follows: "Veteran fliers of the Porcupine squadron of RCAF Bomber Group, Pilot Officer N.J. Crook (Toronto), a navigator, confers with his skipper, P/O H.G. McVeigh, DFC (Port Arthur) beside the rear turret of their Halifax bomber. P/O McVeigh won the Distinguished Flying Cross as a Warrant Officer when he successfully brought back his aircraft to Britain after it was badly shot up by the last of four fighter attacks, dropped 7,000 feet and had two of his crew members bale out. Despite the fact he had only three engines left, P/O McVeigh got the bomber safely to an emergency drome in England." Photo PL-32392 is a portrait. Presented at Buckingham Palace, 11 August 1944. Died in Kingston, Ontario, 28 September 2005.

One night in June 1944, Warrant Officer McVeigh was the captain of an aircraft detailed to attack Metz. When approaching the target area the aircraft was intercepted by an enemy aircraft which attacked with much persistence. Warrant Officer McVeigh manoeuvred with great skill but his aircraft was repeatedly hit. Extensive damage was sustained which caused the aircraft to dive steeply. Considerable height was lost before Warrant Officer McVeigh regained control. Afterwards the bombs were released and course was set for home. On the return flight the aircraft gradually lost height but finally the English coast was crossed and Warrant Officer McVeigh effected a masterly landing at an airfield. In most trying circumstances this captain displayed notable skill, great determination and devotion to duty.

NOTE: DHH file 181.009 D.2611 (RG.24 Volume 20627) has original recommendation drafted 4 July 1944 when he had flown 19 sorties (81 hours 35 minutes):

On the night of the 28th June 1944, Warrant Officer II McVeigh was captain of aircraft "C" LV838 detailed to attack Metz. Approximately 30 minutes before the target this aircraft was attacked three times by an unidentified twin-engined enemy aircraft, but although correct combat manoeuvre was carried out this aircraft was hit many times by cannon shells resulting in severe damage to starboard fins and rudder (the top half of which was completely shot away), starboard elevator, aileron, wing tip, flap and mainplane. As a result of this extensive damage, Warrant Officer McVeigh lost complete control as the aircraft went into a tight spin to port, and ordered crew to "abandon aircraft" as 7,000 feet had been lost. At 6,000 feet this pilot regained control of the aircraft and ordered crew to "stand by", but the mid-upper gunner and bomb aimer had already left the aircraft. The pilot climbed the aircraft to 8,000 feet, but the port inner engine cut, resulting in aircraft losing height, so the bomb load was jettisoned and a course set for England.

Warrant Officer McVeigh, by skilful airmanship under the most trying conditions, eventually crossed the English coast At 3,300 feet and displayed exceptional skill

and coolness in making a masterly high speed landing at an emergency airfield, thereby saving the lives of his crew and much valuable equipment.

I consider that Warrant Officer McVeigh's skilful and calculated handling of his aircraft under these extremely difficult conditions fully merits the immediate award of the Distinguished Flying Cross.

DHH file 181.009 D.2909 (Library and Archives Canada RG.24 Volume 20633) has a special report dated 2 June 1944, Intelligence Officer, Skipton to Commanding Officer, No.433 Squadron, regarding C/433, captain Warrant Officer McVeigh:

4905N 0102E - 0102 hours - 13,000 feet - unidentified twin engined aircraft made three attacks down astern and cannon tracer seen off the starboard wing by pilot and engineer. Gunners warned. Not seen on Fishpond as WAG was tossing out window five per minute. Another attack astern below by T/E (may not have been same aircraft). No trace seen. Cannon shells struck, starboard fin and rudder, starboard elevators, starboard aileron, starboard wing tip, starboard flap and main plane. Also hole in prop, starboard outer. Rear gunner fired one long burst on fourth attack and believes hit enemy aircraft, which broke away. All attacks took about five minutes, lost complete control as aircraft went into tight spin to port (had taken corkscrew evasive action to port). Captain told crew to "abandon aircraft" as lost 7,000 feet; Mid-Upper baled out and Bomb Aimer left navigator's table to help pilot if necessary, and was heard by Navigator and Rear Gunner to say, "Are you hit, skipper?" Navigator had plugged out as Bomb Aimer went past. Bomb Aimer told Navigator that order to abandon aircraft had been given. Navigator plugged in by chance as Bomb Aimer went to nose of aircraft. Navigator heard captain say, "Hold it"; Bomb Aimer had helmet off and having returned to get his parachute Bomb Aimer didn't plug in to get this message, so carried out order to abandon aircraft. In meantime with primary instruments toppled, captain got aircraft into spiral dive and managed to level off about 6,000 feet. DR compass, needle and ball indicator, altimeters, H2S and Gee okay. Set course for England. Climbed to 8,000 feet and port inner engine cut, prop feathered, offset the pull from the damaged controls and made aircraft easier to handle, if anything. Used H2S as guide and track made good from unidentified response. As came to coast got one Gee pulse and got position. Used H2S to bypass Abbeville and crossed out of enemy territory about five miles north of Somme Estuary. Homed on Gee to Woodbridge. Identified at mid-Channel, got a fix off Dover, switched IFF leaving French coast. Crossed English [coast ?] 3,300 feet, patchy cloud over France helped hide us at 5000N 0310E, cleared over Channel. No flak or searchlights en route.

THE CAPTAIN MAKES THE FOLLOWING COMMENTS:

When we settled down after leveling off about 8,000 feet, Flight Engineer ran all three engines off starboard tanks which helped give lateral level and greater control. We were flying starboard wing down so this offset this drag. Also if any starboard fuel lines had been severed this would save petrol. In addition I feel that the Navigator did a magnificent job of bringing us back. Incidentally, up to the attack the most that we were off track at any time was two miles. At the turning point at Reims we were right on track and 12 seconds early. During the spin when aircraft was out of control the Window shifted from in front of the main spar to starboard, covering the Flight Engineer's parachute so that he couldn't have gotten out. Also the handle came off the right hand turret door when the Rear Gunner tried to abandon aircraft. Fighter flares followed out track from NE of Paris to Reims every few miles, also pot flares on ground. This light had a detrimental effect on gunners' night vision.

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McVICAR, F/L Harold Chapman (J87030) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 4 February 1913 in Vancouver; home in Otterburne, Manitoba. Served two years with Winnipeg Rifles. Enlisted in London, England, 20 March 1942. ITS in UK before return to Canada, 16 November 1942. To No.13 EFTS, 20 November 1942; to No.5 EFTS, 5 December 1942; may have graduated 5 February 1943 but not posted to No.7 SFTS until 20 February 1943; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 25 June 1943. To RAF overseas, 29 June 1943. Commissioned 9 June 1944. Promoted Flying Officer, 5 August 1944. Repatriated 15 November 1944. To No.5 AOS, 15 January 1945. Retired 2 March 1945. Medal presented 2 November 1956. Died December 8, 2008 in Morris, Manitoba as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2009. 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.5526 (RG.24 Vol.20667) has recommendation dated 13 September 1944 when he had flown 29 sorties (135 hours 55 minutes), 1 May to 9 September 1944.

This officer, a captain of an aircraft, has made 29 sorties against the enemy, including such well defended targets at Hamburg, Stuttgart and Sterkrade. At all times, Flying Officer McVicar has shown outstanding qualities of leadership and, as a result, he and his crew have been vicious and accurate in their attacks against the enemy, being relentless in the damage they have inflicted. In recognition of Flying Officer McVicar's cool courage and tenacity of purpose, I strongly recommend that this officer be awarded the Distinguished Flying Cross.

The sortie list was as follows:

1 May 1944 - St. Ghislain (4.10)
24 May 1944 - Trouville (4.35)
27 May 1944 - Le Clipon (4.00)
31 May 1944 - Leubringhen (3.20)
3 June 1944 - Calais (3.00)
5 June 1944 - Merville (5.20)
6 June 1944 - Conde-sur-Noreau (5.50)
9 June 1944 - Le Mans (5.50)
12 June 1944 - Arras (4.55)
14 June 1944 - Cambrai (3.35)
16 June 1944 - Sterkrade (5.00)
21 June 1944 - Neuville-au-Bois (5.00)
5 July 1944 - Biennais (4.00)
9 July 1944 - Mont Condon (4.05)
12 July 1944 - Bremont (4.10)
18 July 1944 - Vaires (4.45)
20 July 1944 - Alderbelck (3.35)
25 July 1944 - Stuttgart (8.55)
28 July 1944 - Hamburg (5.30)
3 August 1944 - Foret de Nieppe (3.55)
4 August 1944 - Bois de Casson (4.25)
5 August 1944 - St. Leu d'Esserent (5.35)
7 August 1944 - Army cooperation (4.15)
8 August 1944 - Foret de Chantilly (5.00)
10 August 1944 - La Pallice (6.45)
25 August 1944 - Brest (5.05)
27 August 1944 - Marquis de Mimoyecques (3.20)
9 September 1944 - Le Havre (3.55)
10 September 1944 - Le Havre (4.05)

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McVICAR, F/L Harold Chapman (J87030) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 4 February 1913 in Vancouver; home in Otterburne, Manitoba. Served two years with Winnipeg Rifles. Enlisted in London, England, 20 March 1942. ITS in UK before return to Canada, 16 November 1942. To No.13 EFTS, 20 November 1942; to No.5 EFTS, 5 December 1942; may have graduated 5 February 1943 but not posted to No.7 SFTS until 20 February 1943; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 25 June 1943. To RAF overseas, 29 June 1943. Commissioned 9 June 1944. Promoted Flying Officer, 5 August 1944. Repatriated 15 November 1944. To No.5 AOS, 15 January 1945. Retired 2 March 1945. Medal presented 2 November 1956. Died December 8, 2008 in Morris,

Manitoba as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2009. 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.5526 (RG.24 Vol.20667) has recommendation dated 13 September 1944 when he had flown 29 sorties (135 hours 55 minutes), 1 May to 9 September 1944.

This officer, a captain of an aircraft, has made 29 sorties against the enemy, including such well defended targets at Hamburg, Stuttgart and Sterkrade. At all times, Flying Officer McVicar has shown outstanding qualities of leadership and, as a result, he and his crew have been vicious and accurate in their attacks against the enemy, being relentless in the damage they have inflicted. In recognition of Flying Officer McVicar's cool courage and tenacity of purpose, I strongly recommend that this officer be awarded the Distinguished Flying Cross.

The sortie list was as follows:

1 May 1944 - St. Ghislain (4.10)
24 May 1944 - Trouville (4.35)
27 May 1944 - Le Clipon (4.00)
31 May 1944 - Leubringhen (3.20)
3 June 1944 - Calais (3.00)
5 June 1944 - Merville (5.20)
6 June 1944 - Conde-sur-Noreau (5.50)
9 June 1944 - Le Mans (5.50)
12 June 1944 - Arras (4.55)
14 June 1944 - Cambrai (3.35)
16 June 1944 - Sterkrade (5.00)
21 June 1944 - Neuville-au-Bois (5.00)
5 July 1944 - Biennais (4.00)
9 July 1944 - Mont Condon (4.05)
12 July 1944 - Bremont (4.10)
18 July 1944 - Vaires (4.45)
20 July 1944 - Alderbelck (3.35)
25 July 1944 - Stuttgart (8.55)
28 July 1944 - Hamburg (5.30)
3 August 1944 - Foret de Nieppe (3.55)
4 August 1944 - Bois de Casson (4.25)
5 August 1944 - St. Leu d'Esserent (5.35)
7 August 1944 - Army cooperation (4.15)
8 August 1944 - Foret de Chantilly (5.00)
10 August 1944 - La Pallice (6.45)
25 August 1944 - Brest (5.05)
27 August 1944 - Marquis de Mimoyecques (3.20)

9 September 1944 - Le Havre (3.55)
10 September 1944 - Le Havre (4.05)

RCAF Press Release No.6881 dated 1 October 1944 from Sergeant John Badger, transcribed by Huguette Mondor Oates, reads as follows:

WITH RCAF BOMBER GROUP OVERSEAS: -- Just screened from operational flying on completion of his first tour, Flight Lieutenant Harold McVicar, Iroquois squadron pilot from Otterburn, Saskatchewan, has the unusual and unenviable distinction of having fought off 12 night-fighter attacks on a single flight.

The tall Westerner and his crew were out to bomb Sterkrade in the Ruhr that night. By brilliant evasive action, he corkscrewed to safety every time a fighter closed in for the kill. "Only one even got into position to fire – and he missed us by a long shot," says McVicar's mid-upper gunner, Pilot Officer Graham "Lucky" Britain of Winnipeg, in paying tribute to his skipper's skill.

McVicar has something to add to that, the story of how Britain and the rear gunner, Flight Sergeant Al Cleary of Ottawa, downed a Me109 during the return flight. "It approached dead astern" the pilot relates. "Cleary took first crack at it, then he and Britain joined in a drumfire that destroyed the Nazi. We don't know which of them actually put in the fatal bullets but that isn't important."

Both gunners were screened some time before McVicar. They also have a tour a piece to their credit. Target of McVicar's last sortie was the Nazi stronghold at Cap Gris Nez. It surrendered shortly after the attacking force of bombers had dropped their devastating cargo.

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McWHIRTER, P/O Robert Edwin (J86051) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 3 March 1922; home at Foxdale, Saskatchewan (farmer); enlisted in Saskatoon, 31 October 1942. To No.3 Manning Depot, 7 December 1942. To Reserve Manning Depot, 5 January 1943. To No.17 SFTS (guard), 7 March 1943. To No.1 Air Gunner Ground Training School, 30 April 1943. Promoted LAC and posted to No.9 BGS, 12 June 1943; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 8 August 1943. To RAF overseas, 28 August 1943. Commissioned 30 April 1944. Promoted Flying Officer, 30 October 1944. Repatriated 12 December 1944. Retired 20 March 1945. Entire postwar career with Farm Credit Corporation in various Saskatchewan communities. Moved to Kelowna in 2012; died in Kelowna, 30 July 2017. Presented 18 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9039

has recommendation dated 21 October 1944 when he had flown 50 sorties (231 hours 20 minutes). Member of same crew as P/O R.A. Rutherglen.

* counted as 1/3 sortie

18 November 1943 - Nantes (4.05, Nickle sortie)

8 March 1944 - Le Mans (5.20)*

13 March 1944 - Le Mans (5.35)*

15 March 1944 - Stuttgart (8.00)

18 March 1944 - Frankfurt (5.20)

22 March 1944 - Frankfurt (6.20)

24 March 1944 - Berlin (8.20)

26 March 1944 - Essen (5.05)

30 March 1944 - Nuremburg (8.20)

18 April 1944 - Paris (5.30)*

20 April 1944 - Lens (4.20)*

24 April 1944 - Karlsruhe (7.00)

26 April 1944 - Essen (5.00)

27 April 1944 - Aulnoye (4.40)*

30 April 1944 - Somain (4.20)*

19 May 1944 - Mont Coupe (2.02)

21 May 1944 - Duisburg (3.41)

22 May 1944 - Dortmund (3.43)

24 May 1944 - Aachen (3.28)

27 May 1944 - Rennes airfield (3.54)

28 May 1944 - Mardyck (2.00)

11 June 1944 - Toures (5.03)

15 June 1944 - Lens (2.36)

16 June 1944 - Renescoure (1.51)

23 June 1944 - Coubromme (1.48)

24 June 1944 - Middel Straete (1.38)

27 June 1944 - Oisemont (2.14)

28 June 1944 - Metz (5.09)

30 June 1944 - Villers Bocage (2.28)

2 July 1944 - Oisemont (2.00)

5 July 1944 - Wizernes (1.45)

6 July 1944 - Coquereaux (2.34)

7 July 1944 - Caen (2.26)

9 July 1944 - L'Hey (1.41)

10 July 1944 - Nucourt (2.52)

12 July 1944 - Paris/Vaires (3.08)

15 July 1944 - Nucourt (3.17)

19 July 1944 - Rollez (2.57)

3 August 1944 - L'isle Adam (2.51)

4 August 1944 - St.Maximim (2.59)
5 August 1944 - Chaussee (3.00)
7 August 1944 - TOTALIZE 5 (2.30)
8 August 1944 - Lucheux (2.55)
12 August 1944 - Russelheim (4.29)
16 August 1944 - Stettin (5.02)
18 August 1944 - Bremen (4.50)
25 August 1944 - Russelheim (7.13)
26 August 1944 - Kiel (5.27)
29 August 1944 - Stettin (8.32)
15 September 1944 - Kiel (5.00)
5 October 1944 - Saarbrucken (4.52)
6 October 1944 - Dortmund (4.49)
14 October 1944 - Duisburg (3.55)
15 October 1944 - Wilhelmshaven (4.02)
19 October 1944 - Stuttgart (5.24)

Pilot Officer McWhirter is a highly efficient Air Gunner, now on his second tour of operations. He has participated in attacks on such heavily defended enemy areas as Berlin, Essen and Nuremburg. He is a very valuable member of his crew, not only for his superior technical knowledge, but also because he is of a co-operative nature, with a complete disregard for personal considerations and a high sense of devotion to duty. These fine qualities are best seen when engaged on operational duty, but can also be clearly seen by observing the interest he has taken in the administrative side of his duties. His fine personal example has inspired his crew to greater efforts and help to keep their morale at a high standard. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

In crew of F/O J.R. Coffey. At No.1664 Conversion Unit (4 January to 5 February 1944) he scored 36/40 in Sighting, 20/20 on Browning Gun, 23/30 on Boulton Paul turrets, 41/50 on Tactics, 37/40 on Aircraft Recognition and Range Estimation, and 19/20 on Harmonisation. Spent four hours in turret manipulation and two hours in fighter affiliation. Fired 100 rounds on 400-yard range, 20 clay pigeons.

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