

NAFTEL, F/L Leslie Roland (J5130) - **Commended for Valuable Services in the Air** - No.14 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 3 September 1917. Enlisted in Galt, Ontario, 28 August 1940 as Airframe Mechanic. To Trenton, 10 October 1940. To No.6 Repair Depot, date uncertain. Remustered to aircrew and posted to No.1 ITS, 17 November 1940. Graduated and promoted LAC, 22 December 1940) when posted to No.3 EFTS; graduated 9 February 1941 when posted to No.6 SFTS; graduated and commissioned, 22 April 1941. To Central Flying School, Trenton, 16 June 1941. To No.14 SFTS, date uncertain. Promoted Flying Officer, 23 April 1943. To No.9 EFTS, 5 January 1943. To No.7 EFTS, 14 January 1943. Promoted Flight Lieutenant, 15 January 1943. To No.9 SFTS, 15 November 1944. To No.4 Release Centre, 16 March 1945. To No.1 Air Command, 23 March 1945. To No.4 Release Centre again, 20 July 1945. Retired 28 July 1945. Died in Barrie, Ontario, 2 July 2000.

This officer has shown marked loyalty and devotion to duty of an extremely high order while employed as a Flying Instructor. He has been an inspiration to all with whom he has served.

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NAIMAN, F/O Arnold Irving (J43898) - **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 17 February 1925 in Toronto; home there (cutter); enlisted there 17 February 1943 and posted to No.1 Manning Depot. To No.4 BGS, 2 April 1943. To No.9 Pre-Aircrew Education Detachment, 18 April 1943. To No.1 Manning Depot, 31 May 1943. To No.1 ITS, 12 June 1943; graduated and promoted LAC, 18 August 1943 but not posted until 18 September 1943 when he went to Mountain View. To No.10 AOS, date uncertain; graduated and commissioned 7 April 1944. To No.1 Aircrew Graduate Training School, 21 April 1944. Taken on strength of No.3 PRC, Bournemouth, 25 May 1943. Promoted Flying Officer, 7 October 1944. Repatriated 21 January 1946. Retired 3 February 1946. Died in Toronto, 21 October 2000. 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 21 May 1945 when he had flown 40 sorties (168 hours). However, sortie sheet lists 41 trips.

28 December 1944 - Bonn
30 December 1944 - Hanover
31 December 1944 - Berlin
8 January 1945 - Berlin
17 January 1945 - Magdeburg
18 January 1945 - Sterkrade
21 January 1945 - Kassel
28 January 1945 - Berlin
29 January 1945 - Berlin
1 February 1945 - Berlin
2 February 1945 - Magdeburg
4 February 1945 - Hanover
5 February 1945 - Berlin
8 February 1945 - Berlin
12 February 1945 - Stuttgart
13 February 1945 - Magdeburg
14 February 1945 - Berlin
19 February 1945 - Erfurt
22 February 1945 - Berlin

24 February 1945 - Berlin
25 February 1945 - Erfurt
8 March 1945 - Hanover
9 March 1945 - Berlin
11 March 1945 - Berlin
12 March 1945 - Berlin
14 March 1945 - Berlin
15 March 1945 - Erfurt
17 March 1945 - Berlin
21 March 1945 - Berlin
23 March 1945 - Berlin
26 March 1945 - Berlin
29 March 1945 - Berlin
2 April 1945 - Magdeburg
4 April 1945 - Magdeburg
8 April 1945 - Berlin
9 April 1945 - Plaven
11 April 1945 - Berlin
12 April 1945 - Berlin
14 April 1945 - Berlin
15 April 1945 - Berlin
2 April 1945 - Kiel

This officer has completed 40 operational sorties on heavily defended targets in Germany, including 24 attacks on Berlin. He has always shown skill and determination to bomb his targets accurately. He has set a high standard on the ground as well as in the air and his example is worthy of praise. For his courage and devotion to duty he is recommended for the non-immediate award of the Distinguished Flying Cross.

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NAIRN, A/V/M Kenneth Gordon (C585) - **Mention in Despatches** - AFHQ - Award effective 9 December 1944 as per **Canada Gazette** of that date and AFHQ 239/45 dated 9 February 1945. Born 9 November 1898 in Edinburgh. Attended George Washington College, Edinburgh. Migrated to Canada in 1911. Enlisted as trooper, Lord Strathcona's Horse, 1916; went overseas with 196th Battalion. Transferred to RFC, 1917 and trained as a pilot (Netheravon, July 1917). Posted to No.17 Reserve Squadron at Shawbury, instructing on FK.3 and RE.8 aircraft until the spring of 1918. Transferred to Old Sarum for training on DH.4 and BE.2c aircraft before posting to No.205 Squadron (DH.4 and DH.9). Engaged in bombing bridges over the Somme at Brie and St. Christ, low-level reconnaissance and raids on Brancourt and Beaufeuve. In September 1918 he suffered damage to eardrums from anti-aircraft fire. Following the Armistice, No.205 Squadron was engaged in carrying mail in the Mauberge area. In January 1919 he went to Verviers, Belgium where he has a special assignment flying King Albert. On the disbandment of No.205 Squadron (March 1919) he went to Np.18 Squadron. Reportedly destroyed five enemy aircraft (but source is uncertain and may be unreliable). Postwar trained as chartered accountant. Honourary Wing Commander in RCAF, Vancouver, 14 November 1934, No.111 Squadron; became member of Active Air Force in 1939, serving as Director General Accounts. Promoted Air Commodore, 1 September 1941. Promoted Air Vice-Marshal, 1 November 1942. Retirement announced 14 September 1944 but not effected until 28 April 1945. Died in

Vancouver, 29 October 1988. RCAF photo PL-3004 shows him as A Group Captain, 1941. RCAF photo PL-4413 (ex UK-133) shows G/C K.G. Nairn with Sir Ashley Cooper and Air Minister C.G. Power. For account of First World War experiences see **Cross and Cockade**, Vol.XVI No.3 (Autumn 1975). CB presented 16 May 1945.

NAIRN, Air Vice Marshal Kenneth Gordon (C585) - **Companion, Order of the Bath** - Air Member for Accounts and Finance, AFHQ - 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.

Since the outbreak of war, this officer has served with distinction, successively, as Director of Accounts and as Air Member of Air Council for Accounts and Finance. Prior to the outbreak of war, he served with active interest for a number of years in the Auxiliary Air Force. This officer has a pleasing personality, which, combined with his abilities as a leader, obtains the highest respect from his juniors and all those with whom he has contact. Through his tact and ability he has been responsible for settling in an amiable manner many difficult finance problems, arising out of the British Commonwealth Air Training Plan between the Governments concerned. His knowledge and experience, combined with his sound judgement, have been of inestimable value to the Royal Canadian Air Force.

NAIRN, A/V/M Kenneth Gordon, CB (C585) - **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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NAIRN, F/O Thomas John (J27791) - **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 15 October 1919 in Ayre, Scotland; home in Montreal; educated there including Sir George Williams College. Apprentice machinist. Enlisted in Montreal, 19 May 1941. To No.1 Manning Depot, 8 June 1941. To No.1 Equipment Depot, 5 July 1941. To No.4 WS, 25 October 1941; promoted LAC, 25 November 1941; graduated 9 May 1942 when posted to No.9 BGS; graduated and promoted Sergeant, 8 June 1941. To No.8 AOS, 22 June 1942. Promoted Flight Sergeant, 8 December 1942. Commissioned 5 May 1943. To No.36 OTU, 29 May 1943. To "Y" Depot, 28 August 1943. Embarked from Canada, 13 September 1943. Disembarked in Britain, 19 September 1943. To No.82 OTU, 26 October 1943. Promoted Flying Officer, 5 November 1943. To No.61 Base, 19 February 1944 where he attended Dalton Battle School and No.1659 Conversion Unit. To No.426 Squadron, 9 April 1944. To No.405 Squadron, 19 June 1944. Repatriated 12 February 1945. To No.1 Air Command, Trenton, 27 February 1945. To No.16 SFTS, 18 April 1945. Promoted Flight Lieutenant, 5 May 1945. Retired 15 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 in Montreal, 25 November 1949. Died in Oakville, Ontario, 19 April 1995 as per **Legion Magazine** of August 1995. 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 47 sorties (190 hours), 6 June to 6 December 1944.

6 June 1944 - Houlgate (4.30)
6 June 1944 - Coutances (4.40)
8 June 1944 - Mayennes (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 (4.55)
10 July 1944 - Nucourt (2.50)
12 July 1944 - Vaires (3.10)
15 July 1944 - Nucourt (3.35)
28 July 1944 - Hamburg (4.55)
30 July 1944 - Caumont (3.00)
3 August 1944 - L'Isle Adam (2.50)
4 August 1944 - St.Maximum (3.10)
5 August 1944 - Bordeaux (7.25)
7 August 1944 - TOTALIZE (2.35)
8 August 1944 - Lucheux (2.55)
12 August 1944 - Russelsheim (4.35)
14 August 1944 - TRACTABLE (2.30)
15 August 1944 - Brussels (2.25)
16 August 1944 - Stettin (7.45)
25 August 1944 - Russelsheim (7.00)
26 August 1944 - Kiel (5.35)
28 August 1944 - L'Hey (2.10)
29 August 1944 - Stettin (8.35)
15 September 1944 - Kiel (5.10)
17 September 1944 - Boulogne (1.50)
20 September 1944 - Calais (1.55)
24 September 1944 - Calais (1.50)
25 September 1944 - Calais (1.45)
26 September 1944 - Cap Gris Nez (1.55)
27 September 1944 - Bottrop (3.05)
28 September 1944 - Cap Gris Nez (1.55)
30 September 1944 - Bottrop (3.10)
5 October 1944 - Saarbrucken (4.40)
6 October 1944 - Dortmund (4.40)
11 October 1944 - Fort Frederick Hendrik (2.00)
14 October 1944 - Duisburg (4.05)
14 October 1944 - Duisburg (3.25)
23 October 1944 - Essen (4.00)
11 November 1944 - Dortmund (4.05)
16 November 1944 - Julich (3.20)
18 November 1944 - Wanne Eickel (4.10)
21 November 1944 - Castrop Rauxel (4.20)
2 December 1944 - Hagen (5.20)
4 December 1944 - Karlsruhe (5.10)
6 December 1944 - Merseburg (6.25)

Flying Officer Nairn is a keen and capable Wireless Operator/Air in a highly successful crew, now on their second tour of operations. He has participated in attacks on some of the most strongly defended German targets, invariably displaying a coolness and dogged determination under fire which is most commendable. His constant cheerfulness and willingness to take part in operational duty on every possible occasion combined with his undoubted skill in the performance of his tasks makes him a very valuable member of aircrew.

Notes: Assessed 4 May 1943 by F/O W.J.Burrows, No.8 AOS: "I have been in contact with this NCO for a year and a half; he has a very good background and is excellent commission material."

Application for Operational Wing dated 8 November 1944 stated he had flown 40 sorties with Nos.426 and 405 Squadrons (1,024 hours 50 minutes to date but operational time was 33.05 with No.426 Squadron and 125.05 with No.405 Squadron), 12 April to 23 October 1944..

Application for Bar to Operational Wing dated 17 January 1945 stated he had flown an additional 15 sorties (77.25), 11 November 1944 to 16 January 1945.

On repatriation form dated 4 February 1945 he stated he had flown two tours (55 sorties) but could give no details as to hours owing to loss of log book.

Assessed 11 February 1945 by F/L D. Giblin: "This officer has shown himself to be a keen and capable Wireless Operator who has carried out his duties cheerfully whilst on this squadron." He had flown 1,116 hours ten minutes, 227.35 in past six months.

Training: Interviewed 15 May 1941 by F/O J.R.O. Gibeault - "Intelligent, studious and talented chap. Has been steadily employed with same firm since 1937 and is very well recommended by his employers. Good material."

Course at No.4 WS was 24 November 1941 to 6 May 1942. Spent two hours 45 minutes in Flying Classroom as First Operator, 10.55 in two-seat aircraft as sole operator. Courses in Theory (38/50). Radio Equipment (218/250), Morse (190/200), Procedure (194/200), Signals Organization (122/150), Armament (88/100), Drill and P.T. (38/50). Placed 22nd in a class of 118.

Course at No.9 BGS was 11 May to 8 June 1942. Battle aircraft (seven hours ten minutes in Gunnery). Fired 825 rounds on ground, 300 rounds air-to-ground, 1,400 rounds air-to-air. In Beam Test scored 3.7 percent hits; in Beam Relative Speed Test scored seven percent hits, and in Under Tail Test scored five percent hits, Scored 84 percent in written exam, 68 per cent in Practical and Oral exam, rated 167/250 in "Ability as Firer." Described as "Good marksman" and "Young in appearance but sincere and anxious to succeed."

Course at No.82 OTU was 26 October 1943 to 31 January 1944. Wellington aircraft - flew 56.55 by day and 41.25 by night. "An efficient air operator who s very reliable, has attained an above average assessment while on his course." (F/O J. Mann, Flight Signals Officer). "This operator has worked hard throughout the course; although he has not found the work easy he has overcome his difficulties and is an efficient Wireless Operator." (F/L R.E. Holgate, Officer in charge of Signals Training, who also graded him "average" in GEE operations). "A good W/T Air

Operator who has completed his practices satisfactorily. Has satisfied his Navigator on all occasions. Keeps a very good log." (S/L A. Fisher, Senior Signals Officer).

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NANTON, S/L (now W/C) Augustus Harry (C1993) - **Member, Order of the British Empire** - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944 - No.11 Movements Unit. Born in Winnipeg, 22 December 1906. Educated at Appleby School, Oakville (1916-1922) and Eton House, Kent (1922-1925). Officer, RCNVR, Winnipeg, 1927-1930. Rose from clerk in a Winnipeg brokerage firm through Dominion Bank, CPR and finally as a manufacturer's representative selling china to clubs, hotels and hospitals. Enlisted in Ottawa, 8 May 1940; commissioned that day in Administration Branch. To Trenton, 8 June 1940 for administration course. To No.1 Manning Depot, Toronto, 1 July 1940. To No.10 Repair Depot, Calgary, 22 March 1941. Promoted Flight Lieutenant, 15 August 1941. To No.1 WS, 16 September 1941. To Halifax, 8 February 1942. Promoted Squadron Leader, 1 October 1942. Promoted Wing Commander, 1 October 1943. Conducting officer for RCAF drafts sent overseas by boat. His superior, W/C A.K. Aspden, later got an OBE. Also on this work was S/L A.S. Turnbull of Galt. See also S/L A.W. Robinson. Retired 20 March 1946. Died 16 July 1948.

This officer has been engaged continuously in ocean conducting duties for nearly two years and has successfully completed twenty-four North Atlantic crossings. Squadron Leader Nanton has always displayed the leadership and tact necessary for this difficult job and although the work is arduous and dangerous his devotion to duty has been an outstanding example to his fellow conducting officers, the disciplinarians and the conducting personnel.

First recommended for an OBE by G/C J.C. Malone (No.11 Movements Unit), 27 February 1943 as follows

This officer has been engaged continuously in ocean conducting duties for more than a year and has successfully completed sixteen North Atlantic crossings. The work is tedious, arduous and dangerous and requires leadership and tact. His devotion to duty and example to his fellow conducting officers, disciplinarians and conducted personnel has been outstanding in every respect..

This was approved at the level of Eastern Air Command Headquarters but did not reach the Priority List for 1943 Birthday Honours.

G/C Malone recommended him again 30 August 1943 and this time it was approved in Ottawa, although the MBE was substituted for the OBE.

Note: His Atlantic crossings are logged in his record as "Proceeded Elsewhere" and "Returned From Elsewhere" and may be listed as follows:

Out 8 February 1942 - Returned 4 April 1942
Out 9 April 1942 - Returned 9 May 1942
Out 5 June 1942 - Returned 11 July 1942
Out 7 August 1942 - Returned 7 September 1942
Out 25 September 1942 - Returned 22 October 1942
Out 27 October 1942 - Returned 9 December 1942

Out 30 December 1942 - Returned 31 January 1943
Out 29 January 1943 - Returned 24 February 1943
Out 25 March 1943 - Returned 5 May 1943
Out 15 May 1943 - Returned 13 June 1943
Out 22 June 1943 - Returned 14 July 1943
Out 2 August 1943 via New York - Returned 31 August 1943
Out 11 September 1943 - Returned 28 September 1943
Out 13 October 1943 via New York - returned to New York 28 October 1943.
Out 3 November 1943 from New York - returned to New York 19 November 1943.
Out 23 November 1943 from New York - returned to New York 8 December 1943
Out 14 December 1943 from New York - returned to New York 29 December 1943
Out 2 January 1944 from New York - returned to New York 19 January 1944
Out 2 February 1944 from New York - returned to New York 18 February 1944
Out 31 March 1944 from New York - returned to New York 16 April 1944
Out 20 April 1944 from New York - returned to New York 6 May 1944
Out 30 May 1944 from New York - returned to New York 15 June 1944
Out 22 June 1944 from New York - returned to New York 7 July 1944
Out 15 July 1944 from New York - returned to New York 31 July 1944
Out 6 August 1944 from New York - returned to New York 22 August 1944
Out 28 August 1944 from New York - returned to New York 17 September 1944
Out 24 September 1944 from New York - returned to New York 10 October 1944.
Out 21 November 1944 from Boston and New York - returned to New York 8 December 1944
Out 16 December 1944 from New York - returned to New York 3 January 1945
Out 8 January 1945 from New York - returned to New York 27 January 1945
Out 31 January 1945 from New York - returned to New York 19 February 1945
Out 28 February 1945 from New York - returned to New York 19 March 1945
Out 25 March 1945 from New York - returned to New York 13 April 1945
Out 14 June 1945 from New York - returned to Halifax 13 July 1945
Out 18 July 1945 from Halifax - returned to Halifax 5 August 1945
Out 10 August 1945 from Halifax - returned to Halifax 3 September 1945
Out 12 September 1945 from Halifax - returned to Halifax 1 October 1945
Out 24 October 1945 from Halifax - returned to Halifax 19 November 1945
Out 23 November 1945 from Halifax - returned to Halifax 7 December 1945
Out 11 December 1945 from New York - returned to New York 28 December 1945
Out 31 December 1945 from New York - returned to New York 14 January 1946
Out 18 January 1946 from New York - returned to New York 3 February 1946
Out 6 February 1946 from New York - returned to New York 20 February 1946
Out 25 February 1946 from New York to Halifax on completion of Ship Conducting Duties.

Assessments: He was interviewed for RCAF enlistment in Ottawa on 3 May 1940 by a F/O R.H. Cowan. The description is surprising - "While his family background, etc., is apparently all that could be desired, and he comes well recommended, I do not feel that he possesses sufficient personality, initiative and determination to make a good officer. I find it rather difficult to imagine his being able to command respect and discipline from those under him."

"Has had valuable experience at this station as assistant adjutant, officer in charge of Headquarters Squadron and officer in charge No.5 Trainer Squadron. Good officer whose only drawback is his hearing." (W/C G.N. Irwin, No.1 Manning Depot, on Nanton's posting to No.10 Repair Depot, 22 March 1941).

"A thoroughly reliable officer. Very good presence. Very good command of subordinates. Efficient." (W/C R.C. Hawtry, No.10 Repair Depot, 16 September 1941, on posting of Nanton from No.10 RD to No.1 Wireless School.)

"This officer is rendering excellent service on the Ocean Conducting Service. He carries out his duties most capably and should not be transferred." (F/L C.S. Doupe, No.11 Movements Group, 29 September 1942).

"Consider this officer most properly employed in present capacity. This officer has done and is doing a most efficient and outstanding job on ships conducting duties. He is keen and likes his work. Has made over twenty Atlantic crossings and many ships' captains have written commendation of his work." (G/C J.C. Malone, No.11 Movements Group, 28 June 1943).

"This officer is Commanding Officer Air Force Personnel on HMS **Queen Elizabeth**. He is doing a splendid job and is very dependable. He is definitely well employed in this type of work ." (G/C J.C. Malone, No.11 Movements Group, 18 January 1944).

"Has produced excellent results as Officer Commanding Air Force personnel on on HMT **Queen Elizabeth**. A superior type." (W/C M. Jones, Halifax, 27 December 1944).

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NASH, F/O John Albert MacDonald (J86159) - **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 August 1921 in Toronto; home in Concord, Ontario (machinist); enlisted Toronto 8 July 1942 and posted to No.3 Manning Depot. To No.9 BGS, 12 September 1942. Promoted LAC, 24 October 1942. Graduated and promoted Sergeant, 4 December 1942. To "Y" Depot, 27 December 1942. To RAF overseas, 27 March 1943 (a rather long wait). Promoted Flight Sergeant, 4 June 1943. Commissioned 16 May 1944. To RCAF Overseas Headquarters, 26 May 1944. Promoted Flying Officer, 16 November 1944. Repatriated 9 March 1945. Retired 29 March 1945. DFC 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.1941 (RG.24 Vol.20612) has recommendation by W/C M.E. Ferguson dated 1 February 1945 when he had flown 48 sorties (302 hours). First tour was on Wellingtons, 5 June 1943 to 4 October 1943, in Mediterranean, 27 sorties. Second tour was 27 September 1944 to 5 January 1945, 21 sorties. As of 1996 Gatewest Militaria (Winnipeg) was selling his medals with certificate of service (no logbook) for \$ 1,050.

Pilot Officer Nash has completed two tours of operations including 48 sorties against the enemy. His first tour was in the Middle East theatre of operations and the second with Bomber Command stationed in England.

This officer has invariably displayed great enthusiasm to operate and his keenness and efficiency has been an inspiration to more inexperienced gunners.

I consider the continuous gallantry and high courage displayed by this officer fully merits the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows; first tour on Wellingtons, second on Lancasters:

5 June 1943 - Vichy (6.30, Nickel Raid)
8 July 1943 - target name illegible on form - reconnaissance (15.10)
28 July 1943 - Capodichino (6.35)
1 August 1943 - target name illegible on form - (5.40)
2 August 1943 - Naples (6.15)
5 August 1943 - target name illegible on form - (6.30)
8 August 1943 - target name illegible on form - (5.15)
10 August 1943 - target name illegible on form - (5.30)
15 August 1943 - target name illegible on form - (5.45)
15 August 1943 - Viterbo (7.00)
17 August 1943 - Fiume (6.45)
21 August 1943 - Battipaglia (6.45)
25 August 1943 - Rome (6.45)
28 August 1943 - Taranto (7.00)
31 August 1943 - Salerno (5.45)
3 September 1943 - Capodichino (5.35)
6 September 1943 - Battipaglia (5.15)
10 September 1943 - Formia (6.25)
12 September 1943 - target name illegible on form - (6.45)
14 September 1943 - target name illegible on form - (6.05)
15 September 1943 - target name illegible on form - (5.30)
16 September 1943 - target name illegible on form - (5.40)
18 September 1943 - Viterbo 5.50)
22 September 1943 - Bastia (6.35)
23 September 1943 - Pisa (6.50)
24 September 1943 - (7.25)
4 October 1943 - Formia (5.35)
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27 September 1944 - Bottrop (5.35, day)
28 September 1944 - Cap Gris Nez (4.00, day)
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 (7.35)
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)
30 November 1944 - Duisburg (7.25)
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 - Nuremberg (9.40)

5 January 1945 - Hanover (5.30)

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NASH, Sergeant Philip Alfred (R94779) - **Mention in Despatches** - No.423 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 7 October 1920 in Morse, Saskatchewan. Farm labourer and truck driver Took a radio course privately in December 1940 and January 1941. Enlisted in Regina, 18 March 1941 and was considered sufficiently qualified as to be granted LAC rank immediately in the grade of Radio Mechanic; posted overseas 28 April 1941; posted to No.1 Radio School, 3 June 1941; to No.26 Signals Group, Harrowgate, 13 June 1941, remaining there until 24 October 1941 when posted again to No.1 Radio School; to No.288 Squadron, 3 December 1941; to Station Lough Erne, 20 February 1942; promoted Corporal, 1 April 1942; to No.423 Squadron, 17 June 1942; promoted Sergeant, 1 January 1943; to No.8423 Servicing Echelon, 15 July 1943; to Station Castle Archdale, 6 March 1945; promoted Flight Sergeant, 17 March 1945; reverted to Sergeant, 4 July 1945; repatriated 7 August 1945; released 18 October 1945. Electrical instructor at South Burnaby Vocational School and later at Camosum College, Victoria. Died in Victoria, 3 January 2005.

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NASH, F/O Robert Charles (J89837) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 7 July 1923; home in Cumberland, British Columbia (student); enlisted Vancouver 31 July 1941, initially for aircrew training, and posted to No.2 Manning Depot. To No.33 ANS, 13 September 1942. To No.1 ITS, 27 October 1941. To Trenton, 4 January 1942; reclassified for General Duties, 13 January 1942. To No.1 ITS, 29 January 1942. Promoted AC1, 13 May 1942. To No.6 ITS, 19 June 1942. Promoted LAC, 13 July 1942. To AFHQ, 9 October 1942. To No.1 ITS again, 7 November 1942; graduated 20 February 1943 when posted to No.7 EFTS; graduated 1 May 1943 when posted to No.10 SFTS; graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 17 September 1943. Taken on strength of No.3 PRC, 8 October 1943. Commissioned 18 September 1944. Promoted Flying Officer, 25 October 1944. Repatriated by air, 8 August 1945. To No.8 Release Centre, 16 August 1945. Retired 4 October 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8750 has recommendation dated 6 April 1945 when he had flown 29 sorties (202 hours 15 minutes), 19 October 1944 to 27 March 1945.

19 October 1944 - Stuttgart
28 October 1944 - Cologne
11 November 1944 - Dortmund
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
29 November 1944 - Dortmund
4 December 1944 - Karlsruhe
12 December 1944 - Essen
17 December 1944 - Ulm
2 January 1945 - Nuremburg
7 January 1945 - Munich

14 January 1945 - Merseburg
16 January 1945 - Zeitz
28 January 1945 - GARDENING, Kattegat
1 February 1945 - Ludwigshaven
3 February 1945 - Bottrop
7 February 1945 - Cleve
13 February 1945 - Dresden
14 February 1945 - Chemnitz
23 February 1945 - Pforzheim
1 March 1945 - Mannheim
2 March 1945 - Cologne
5 March 1945 - Chemnitz
8 March 1945 - Kassel
15 March 1945 - Misburg
16 March 1945 - Nuremburg
18 March 1945 - Hanau
21 March 1945 - Bruchstrasse
23 March 1945 - Bremen
27 March 1945 - Hamm

Flying Officer Nash, a Canadian, has completed 29 operational sorties as captain of a Lancaster bomber. These attacks include such heavily defended targets as Stuttgart, Karlsruhe, Nuremburg, Munich, Merseburg, Zeitz, Dresden, Chemnitz, Bremen and many targets in the Ruhr.

He has throughout displayed a magnificent fighting spirit, and has proved himself a most efficient captain and pilot. He has provided a shining example of calm, courage and determination, instilling the utmost confidence in his crew.

The outstanding success achieved by his crew is undoubtedly due in large measure to Flying Officer Nash's fine fighting spirit and good captaincy. I strongly recommend that he be awarded the Distinguished Flying Cross in recognition of his magnificent efforts.

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NASH, WO (now P/O) Walter Norman (R147000/J87763) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 9 November 1922 in Reston, Manitoba; home there; attended Prairie Rose School and Reston High School. Enlisted Winnipeg, 3 December 1941. To No.5 Manning Depot, 7 January 1942. To No.9 SFTS (guard), 27 March 1942. To No.5 ITS, 9 May 1942; graduated and promoted LAC, 4 July 1942 but not posted to No.4 EFTS until 29 August 1942. Ceased training and posted to No.1 Composite School, Trenton, 2 October 1942. Posted to No.7 BGS, 23 October 1942; may have graduated 18 December 1942 but not posted to No.4 AOS until 27 December 1942; graduated and promoted Sergeant, 19 February 1943. To "Y" Depot, 5 March 1943. To RAF overseas, 15 May 1943. Promoted Flight Sergeant, 19 August 1943. Commissioned 10 July 1944. Repatriated 15 November 1944. Promoted Flying Officer, 10 January 1945. To No.7 BGS, 16 January 1945. To "Y" Depot, 6 April 1945. To United Kingdom, 1 May 1945. Repatriated 7 August 1945. Retired 22 October 1945. Flew two tours. He graduated from the Ontario School of Veterinary Medicine in 1950, taking up practice with the

federal government. Died 15 August 2010 as per No.427 Squadron website. DFC presented 1 June 1949. See also entry for Alexander Clibbery.

This air bomber has completed many operational sorties, eleven of which have been against major targets. On one of these occasions when detailed to attack Magdeburg, his aircraft was damaged by an enemy fighter. The inter-communication system was destroyed and the pilot's flying instruments shot away. In spite of these difficulties the bombing run was successfully completed. On the return journey Warrant Officer Nash gave valuable assistance to his pilot in landing the damaged aircraft. Another time his aircraft was attacked by an enemy fighter during a mission on Somain. This officer again helped his pilot by directing evasive action which proved effective. His skilful co-operation, coolness and devotion to duty contributed in a large measure to the success of all operational flights completed by his crew.

DHist file 181.009 D.2609 (RG.24 Vol.20632) and DHH file 181.009 D.1724 (RG.24 Volume 20607) have recommendation from mid-July 1944 when he had flown 28 sorties (167 hours 20 minutes), 26 September 1943 to 12 July 1944. Submission as follows:

26 September 1943 - Nickel (5.00)
21 January 1944 - Magdeburg (7.05)
15 February 1944 - Berlin (7.05)
22 February 1944 - Schweinfurt (4.35, duty not carried out)
25 February 1944 - Augsburg (8.10)
15 March 1944 - Stuttgart (7.50)
18 March 1944 - Frankfurt (5.45)
22 March 1944 - Frankfurt (6.35)
30 March 1944 - Nuremberg (7.50)
9 April 1944 - Villeneuve St. George (6.30)
10 April 1944 - Ghent (4.25)
20 April 1944 - Lens (5.20)
22 April 1944 - Dusseldorf (6.05)
24 April 1944 - Karlsruhe (7.25)
27 April 1944 - Aulnoye (5.10)
30 April 1944 - Somain (4.40)
19 May 1944 - Le Clipon (4.00)
8 June 1944 - Mayenne (6.00)
10 June 1944 - Versailles Matelot (5.45)
17 June 1944 - Oisemont Neuville en Bois (4.30)
21 June 1944 - Oisemont Neuville en Bois (4.25)
24 June 1944 - Bonnetot (4.25)
25 June 1944 - Gorenflos (4.50)
27 June 1944 - Wizernes (3.45)
28 June 1944 - Metz (7.15)
6 July 1944 - Siracourt (4.30)
9 July 1944 - Ardouval (4.10)
12 July 1944 - Acquet (5.50)

This air bomber has completed 28 operational bombing sorties against the enemy, eleven of which have been on major targets.

On one occasions whilst attacking Magdeburg [21 January 1944, second sortie] the aircraft was raked by cannon and machine gun fire from an enemy fighter, destroying the intercommunication system, and shooting away all the pilot's flying instruments. However, the bombing run was successfully completed. On the return to this country Warrant Officer Nash greatly assisted his pilot in landing the damaged aircraft by using the flying instruments in the Navigator's cabin and moving back and forth to set the throttles for the required landing speeds.

Again while attacking Somain [30 April 1944] his aircraft was again attacked by an enemy fighter and Warrant Officer Nash went into the nose of the bomber and directed evasive action from this position and thereby enabled the pilot to successfully evade the enemy aircraft.

Warrant Officer Nash's cooperation, coolness and devotion to duty contributed in a large measure to the success of all operational flights made by his crew. I strongly recommend that Warrant Officer Nash be awarded a non-immediate Distinguished Flying Cross.

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NASMITH, S/L Donald Carl (J7458) - **Air Force Cross** - No.1 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Montreal, 14 April 1915 (birth date in RCAF Press Release reporting award and obituary notice); educated in Toronto. Enlisted in Toronto, 8 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 21 January 1941. To No.4 BGS (guard), 8 February 1941. To No.3 ITS, 23 March 1941; graduated and promoted LAC, 21 April 1941 when posted to No.12 EFTS; graduated 3 July 1941 when posted to No.1 SFTS; graduated and commissioned, 13 September 1941 when posted to Trenton. Next posting uncertain. Promoted Flying Officer, 1 July 1942. Promoted Flight Lieutenant, 1 March 1943. To Central Flying School, date uncertain. To No.1 SFTS, 10 October 1943. Promoted Squadron Leader, 1 October 1944. To No.8 OTU, 9 January 1945. To "Y" Depot, 8 April 1945. To United Kingdom, 15 April 1945. Repatriated 7 August 1945. Retired 25 September 1945. Governor General's Records (RG.7 Group 26 Volume 59, file 190-I, dossier 7) has citation; when recommended he had flown 2,284 hours, 1,790 as instructor, 131 in previous six months. Presented by Governor General at Government House, 24 May 1946. Postwar lumber importer and exporter. Died in Toronto, 16 May 1998.

This officer has been a flying instructor for thirty-seven months. He is a keen, energetic officer who has constantly endeavoured to improve the efficiency of instruction at this unit. As Officer Commanding Examining Flight at No.1 Service Flying Training School for the past eight months, he has been responsible for an increasingly high standard of test being instituted. He has shown exceptional qualities of initiative and persistence and splendid devotion to duty.

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NASMITH, F/L Eric Anderson (J20713) - **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. Born 23 March 1916. Home in St.Catharines, Ontario; enlisted Toronto 14 January 1942

and 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 AOS; graduated and commissioned, 6 November 1942. To "Y" Depot, 20 November 1942. To RAF overseas, 10 December 1942. Promoted Flying Officer, 6 May 1943. Promoted Flight Lieutenant, 6 November 1944. Repatriated 8 August 1945. Retired 27 September 1945. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation submitted to OC No.64 Base, 4 May 1945, confirms unit, states he had spent 29 months overseas, and gives following statement:

Flight Lieutenant Nasmith, as Navigation Officer, has at all times applied himself without restraint on the numerous duties imposed upon him. His ability, zeal and energy has been of inestimable value to aircrew.

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NAUGLER, F/O Harris Elbert (J37156) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 10 October 1920 in Bridgewater, Nova Scotia; educated there; home there (instrument worker). Militia training (West Nova Scotia Regiment) at Aldershot, summers of 1940 and 1941. Enlisted Truro, Nova Scotia, 18 June 1942. To No.5 Manning Depot, 26 July 1942. To No.16 SFTS (guard), 11 September 1942. To No.6 ITS, 7 November 1942; graduated and promoted LAC, 5 March 1943; posted on 3 April 1943 to No.12 EFTS; ceased training and posted to No.1 Manning Depot, 10 May 1943; to No.4 BGS, 12 June 1943; graduated 3 September 1943 and posted next day to No.31 ANS; graduated and commissioned, 15 October 1943. To "Y" Depot, 29 October 1943. Embarked from Canada, 1 November 1943; Disembarked in Britain, 9 November 1943. To No.9 (Observer) AFU, 7 March 1944. To No.28 OTU, 11 April 1944. Promoted Flying Officer, 15 April 1944. To No.11 Base, 27 June 1944. To No.101 Squadron, 31 August 1944. Repatriated 23 April 1945. To Moncton, 8 May 1945. To Pennfield Ridge, 15 June 1945 for Flying Control course. To Halifax, 31 August 1945. Retired 4 October 1945. Air Cadet Officer (300455), 1 September 1949 to 23 November 1962 at Dartmouth - Administrative Branch, Auxiliary; Flying Officer on enrollment; promoted Flight Lieutenant 1 January 1953). DFC presented 28 September 1946. Died in Dartmouth, Nova Scotia, 1 June 1996 as per **Legion Magazine** of September 1996. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9082 has recommendation date 16 March 1945 when he had flown 36 sorties (236 hours ten minutes), 6 October 1944 to 11 March 1945.

6 October 1944 - Bremen
7 October 1944 - Emmerich
9 October 1944 - Bochum
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
23 October 1944 - Essen
9 November 1944 - Wanne Eickel
11 November 1944 - Dortmund
16 November 1944 - Duren
18 November 1944 - Wanne Eickel

21 November 1944 - Aschaffenburg
26 November 1944 - Freiburg
29 November 1944 - Dortmund
4 December 1944 - Karlsruhe
6 December 1944 - Merseburg
15 December 1944 - Ludwigshaven
17 December 1944 - Ulm
28 December 1944 - Bonn
29 December 1944 - Gelsenkirchen
15 January 1945 - Merseburg
16 January 1945 - Zeitz
28 January 1945 - Zuffenhausen
1 February 1945 - Mannheim
2 February 1945 - Weisbaden
2 February 1945 - Cologne
5 February 1945 - Chemnitz
7 February 1945 - Dessau
8 February 1945 - Kassel
14 February 1945 - Chemnitz
23 February 1945 - Pforzheim
2 January 1945 - Nuremburg
5 January 1945 - Hannover
6 January 1945 - Hanau
1 March 1945 - Mannheim
11 March 1945 - Essen

Flying Officer Naugler, a Canadian, has completed a very fine operational tour with this squadron, having carried out 36 highly successful operational sorties against a variety of targets in Germany. Many of these targets have been desperately defended but in spite of intense opposition this officer has never allowed it to deflect the accuracy of the bombing which has always shown excellent results.

Flying Officer Naugler has at all times shown great keenness for operations and his eagerness to strike the enemy in every way possible has been most apparent. Not only has his ability as an Air Bomber been continuously good but his interest in all aspects of aerial warfare, and particularly his enthusiasm for air gunnery, has been a wonderful example to his crew and indeed the whole squadron.

By his complete devotion to duty and high order of personal courage Flying Officer Naugler has always directed his captain with unerring skill and judgement and it is recommended that his very fine record of achievement be recognized by an award of the Distinguished Flying Cross.

Notes: On repatriation form, 13 April 1945, stated he had flown 36 sorties (239.05 hours) plus 227.35 non-operational time; last sortie was 11 March 1945. Types experienced were Anson (59.10), Wellington (75.35), Halifax (53.40) and Lancaster (278.15).

Training: Course at No.6 ITS was 29 December 1942 to 5 March 1943. Courses in Mathematic, Law and Discipline, Navigation, Airmanship, Anti-Gas, Armament (practical and oral), Aircraft

Recognition, Drill, Signals (practical and written), and Meteorology. Scored 874 points out of possible 1,000; placed 19th in a class of 101. "A very keen, bright and cheerful airman who is very popular with all of the flight. Good in sports, willing, co-operate. Highly recommended/ Second Aircrew Recommendation - Navigator." ((W/C A.J. HanchettTaylor).

Course at No.12 EFTS was cut short. He flew 12 hours 45 minutes dual in Tiger Moth and did not solo. "Lacks air sense and coordination. Circuits weak. Realizes mistake but cannot correct. Confused on landings." However, F/L R.M. Perrin, President of Re-Selection Board, wrote, "Good disposition - academically good average. At first he appears fair but really has plenty of ability."

Course at No.4 BGS was 14 June to 3 September 1943. Flying times were 21.25 day bombing Anson), 3.50 night bombing (Anson), 20.50 day gunnery (Bolingbroke). Spent twelve hours in turret manipulation. Dropped 58 bombs high level by day, 18 bombs high level by day, 12 bombs low level by day. In gunnery fired 1,000 rounds on ground. 500 rounds air-to-ground, 1,820 rounds air-to-air (4.6 percent hits). Ground courses in Bombing, written (246/300), Bombing, oral (180/200), Sighting (75/100), Gunnery, practical (180/200), Aircraft and Ship Recognition (97/100), Signals (75/100). "Above average in ground work. Needs more experience in air work. Very capable air bomber."

Course at No.31 ANS was 6 September to 7 October 1943. Anson aircraft on navigation exercises, 23.00 day and 19.10 night. Graded in Air Work as follows - Air Navigation, day (188/300), Air Navigation, night (120/200), Bombing (237/300), Photography (142/200). Graded on ground courses as follows - Elements of Air Navigation (125/200), Aircraft Recognition (233/250), Signals, practical (200/250), Reconnaissance (108/150), Photography (111/150). "A good type of pupil who can be relied upon implicitly. Will make good air bomber. Can lead if opportunity or need arises."

Course at No.9 (Observer) AFU was 8 March to 11 April 1944. Graded in Air Work as follows - Day Map Reading (290/400), Night Map Reading (220/300). Class work graded as follows - Map Reading (320/400), Aircraft Recognition (85/100), Bombing Revision (130/150), Signals (32/50). "A very keen air bomber both in class room and flying."

Course at No.28 OTU was 11 April to 27 June 1944. Wellington aircraft - six hours 35 minutes local day bombing, 1.30 local day gunnery, 24.18 day cross county, 6.18 day other, 3.50 night local day bombing, 22.55 night cross country, 10.20 night other, three high level day bombing exercises (22 bombs), four day stick exercises (eight bombs), three high level night exercises (18 bombs), night stick exercises (18 bombs), two night infra-red simulations (no bombs). In day gunnery, fired 600 rounds air to air (beam, one exercise), 500 rounds air to air (self tow, two exercises), 500 rounds air-to-ground (two exercises); in night gunnery, fired 500 rounds air to air (self tow, two exercises), 250 rounds air-to-sea (one exercise). Graded in Air Work was under following categories - Day Bombing (123/150), Night Bombing (130/150), Day Map Reading (150/200), Night Map Reading (155/200), Day Photography (70/100), Night Photography (65/100), Gunnery (70/100). Ground courses as follows - Bombing Theory (42/50), Bombing Drill, Panel Manipulation (164/200), Map Reading, A.M.B.T. (140/200), Photography (40/50), Operational Bomb Loads (49/50), Air Sighting (75/100), Gunnery, practical (95/150), Aircraft Recognition (40/50), Signals (40/50), Emergency crew drills (43/50).

Assessments: "This officer is an energetic and active member of this unit. His administrative duties have been performed in an exemplary manner. His better than average knowledge of

professional as well as service aspects of this unit make him extremely valuable. He has close family ties and has no unusual family or social problems. He enters into the social and sports activities of the unit with enthusiasm. He reads extensively and is well liked by his associates." (W/C D.M. Grant, No.4009 Medical Unit, 31 December 1957)

"This officer has had long association with this unit as Admin Officer and has at all times been a most helpful officer. He holds a very responsible job in civilian life and is highly thought of at all levels." (W/C W.A. Murray, No.4009 Medical Unit, 30 January 1961).

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NAYLOR, F/O William Keith (J17272) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born 24 June 1922 in Blairmore, Alberta; home in Coleman, Alberta (store clerk); enlisted Calgary, 7 August 1941 and posted to No.2A Manning Depot. To No.8 BGS (guard), 20 August 1941. To No.4 ITS, 10 October 1941; graduated and promoted LAC, 6 December 1941 when posted to No.6 EFTS; ceased training 17 December 1941 and posted to Trenton; to No.10 AOS, 2 January 1942; graduated 11 April 1942 when posted to No.6 BGS; graduated and promoted Sergeant, 23 May 1942; posted next day to No.1 ANS; graduated 3 July 1942. To "Y" Depot, 4 July 1942; to RAF overseas, 6 August 1942. Commissioned 9 March 1943. Promoted Flying Officer, 9 June 1943. Promoted Flight Lieutenant, 9 March 1945. Repatriated with No.405 Squadron, 17 June 1945. To No.408 Squadron, 20 June 1945. To Greenwood for Tiger Force, 30 July 1945. To Eastern Air Command Communications Flight, 14 December 1945. To No.1 Release Centre, 8 February 1946. Retired 14 February 1946. Resided in Calgary where he worked in the construction industry. Moved to Regina in 1958 to establish Wm. Clark Roofing (Sask) Ltd. He was active in the provincial business community for many years. Died in Regina, 13 September 2007; obituary said he had flown 25 sorties on each tour. Both DFC and Bar presented 13 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." DHist file 181.009 D.5526 (RG.24 Vol.20667) has recommendation dated 19 April 1944 when he had flown 24 sorties (157 hours 15 minutes), 9 January 1943 to 21 January 1944. Sustained flak damage over Hamburg (3 February 1943); coned at St.Nazaire (28 February 1943); flak damage at Essen (5 March 1943); coned and damaged by flak over Munich (9 March 1943); returned on three engines from Magdeburg (21 January 1944). Also recorded excellent photographs on three consecutive trips (30 April 1943 to Essen, 19 June 1943 at Le Creusot, 3 October 1943 at Kassel). No sorties between trips of 19 June 1943 and 3 October 1943.

This officer has participated in a large number of operational sorties as an Air Bomber. He has always taken the greatest pains to locate and bomb his targets, undeterred by heavy opposition. Flying Officer Naylor has acquired a reputation for a very high standard of photography, while his infectious enthusiasm, courage and energy have made him a most valuable member of his squadron.

The sortie list was as follows:

9 January 1943 - Gardening, Frisians (4.35)
14 January 1943 - Lorient (6.40)
29 January 1943 - Lorient (6.35)
3 February 1943 - Hamburg (6.40, flak damage)
14 February 1943 - Cologne (5.00)

16 February 1943 - Lorient (6.05)
19 February 1943 - Wilhelmshaven (4.50)
26 February 1943 - Cologne (5.15)
28 February 1943 - St. Nazaire (5.40, coned)
5 March 1943 - Essen (4.35, flak damage)
8 March 1943 - Nuremberg (9.10)
9 March 1943 - Munich (9.20, coned and damaged by flak)
3 April 1943 - Essen (5.05)
16 April 1943 - Pilsen (9.45)
20 April 1943 - Stettin (8.20, aiming point)
26 April 1943 - Duisburg (4.40)
30 April 1943 - Essen (5.10, excellent photograph)
19 June 1943 - Le Creusot (7.20, good picture)
3 October 1943 - Kassel (6.15, excellent photograph)
3 November 1943 - Dusseldorf (5.15)
18 November 1943 - Mannheim (8.00)
22 November 1943 - Berlin (7.00)
26 November 1943 - Stuttgart (8.05)
21 January 1944 - Magdeburg (7.35, returned on three engines)

NAYLOR, F/L William Keith, DFC (J17272) - **Bar to Distinguished Flying Cross** - No.405 Squadron
- Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and
AFRO 1704/45 dated 9 November 1945.

Flight Lieutenant Naylor has now completed his second tour of operations. He has participated in attacks against many heavily defended targets, including Berlin, Hamburg and the Ruhr. Since the award of the Distinguished Flying Cross, his outstanding skill and great courage, combined with his unfailing determination and devotion to duty, have continued to be of the highest order. No opposition has ever deterred this officer from achieving successful results.

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NEAL, F/L Eugene Lawrence (C1640) - **Distinguished Flying Cross** - No.401 Squadron - Award effective 28 May 1942 as per **London Gazette** dated 29 May 1942 and AFRO 880-881/42 dated 12 June 1942. Born 1917 in Millihochet, Maine. Home in Beauharnois, Quebec; formerly in Canadian Army; enlisted in Quebec, 29 January 1940. Qualified as service pilot at No.1 SFTS, 10 October 1940 and appointed Flying Officer. Attached to RAF, 17 October 1940. Promoted Flight Lieutenant, 12 November 1941. Repatriated via No.31 Personnel Depot, 27 July 1942. To No.1 OTU, 31 July 1942. To No.130 (Fighter) Squadron, 31 October 1942. Promoted Squadron Leader, 1 November 1942. To RAF overseas, 4 January 1943. Invested at Buckingham Palace, 11 May 1943. Repatriated 24 January 1944. To Western Air Command, 10 March 1944. To War Staff College, 13 June 1944. To "Y" Depot, 21 September 1944. Taken on strength of No.3 PRC, 4 October 1944. Repatriated 3 September 1945. Retired 11 October 1945. Died at Pierrefonds, Quebec, 22 August 1997. RCAF photo PL-4483 (ex UK-215) shows him standing on wing of his aircraft, "ready to take off at a moment's notice to protect the drome in case of enemy attack." PL-4485 (ex UK-218) shows him sitting on wing of his aircraft talking to armourer, Corporal Bill Gunn of Toronto. RCAF photo PL-15870 (ex UK-4018 dated 14 May 1943) shows F/L H.W.J. Stewart and S/L E. "Jeep" Neal at Buckingham Palace after investiture. RCAF photo PL-44770 (ex UK-22158 dated 16 June 1945) shows him as Squadron Leader,

serving as personnel counsellor on continent, standing in front of bombed Gestapo Headquarters in Copenhagen. PL-45357 (ex UK-22154 dated 16 June 1945) with two Danish police officers, also at site of bombed Gestapo Headquarters.

This officer has proved himself to be a skilful and determined pilot. he has participated in sweeps, convoy patrols and other operations. Throughout he has displayed great keenness and set an inspiring example. On one occasion his aircraft was very extensively damaged by enemy fire; despite this he skilfully landed it in a field. On another occasion after several combats and when running short of petrol he was forced to leave his aircraft by parachute whilst over the sea. He was rescued some two hours later. He has destroyed a Messerschmitt 109 and assisted in the destruction of another.

RCAF Press Release 2458 dated 30 July 30, 1942 reads:

The comic strip character, 'Eugene the Jeep', which is credited with fathoming the unfathomable and discerning the indiscernible, has provided Squadron Leader Eugene Lawrence Neal, DFC, of 159 Bergmont Avenue, Quebec city, Quebec, with the nickname by which he is universally known, "Jeep".

A graduate in science of Queen's University at Kingston,, Ontario, S/L "Jeep" Neal is a member of the Goldfish Club, which does not mean he became addicted as a university graduate to the American college sport of swallowing goldfish. Members of the Goldfish Club are fliers whose lives were saved by the use of the rubber dinghy carried in aircraft for emergency use over the sea. S/L "Jeep" Neal qualified for membership in the summer of 1942 when his Spitfire ran short of gasoline after several combats with enemy craft over France. He baled out of his Spit, (thereby becoming eligible also for membership in the Caterpillar Club), and clambered into his dinghy from which he was rescued two hours later.

This "skilful and determined pilot," his DFC citation said, has shown "Great keenness and has set an inspiring example" since he first joined a Canadian fighter squadron in the autumn of 1940. After 88 sweeps over enemy territory and many low-level attacks, Squadron Leader Neal was sent home to Canada on leave in July of 1942 with a flying record of 600 fighter hours, nearly 250 of them on operations. On one of these "ops", he shot down an outstanding pilot of the Luftwaffe who was a confidante of both Hitler and Goering, Oberleutnant Joachim Hahn, a German staff officer who had won the Knight's Insignia of the Iron Cross which is given a German flier after he had destroyed 20 of his enemies' fighters.

Nearing the end of his leave in Canada, Squadron Leader Neal was married in Montreal. The wedding was New Year's Eve and three days later, he was over the Atlantic flying back to his Britain-based squadron. He marked his 26th birthday with his fighter-friends July 13.

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NEALE, S/L Arthur Cecil (J3473) - **Air Force Cross** - No.6 Squadron (Canada) - Award effective 6 January 1945 as per **London Gazette** dated 13 March 1945 and AFRO 132/45 dated 26 January

1945. Born 4 August 1917. Home in Montreal; enlisted there 6 June 1940. Posted to No.1 ITS, 24 June 1940; graduated and promoted LAC, 21 July 1940; posted that date to No.4 EFTS; may have graduated 26 September 1940 but not posted to No.31 SFTS until 6 October 1940; graduated and commissioned 1 January 1941. To No.6 (BR) Squadron, 2 April 1941. Promoted Flying Officer, 1 January 1942. To Air Armament School, 9 March 1942. Returned to No.6 (BR) Squadron, 4 May 1942. Promoted Flight Lieutenant, 15 August 1942. To No.4 Group Headquarters), 15 May 1943. To "Y" Depot, 29 September 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Repatriated at uncertain date and posted to Western Air Command, 19 March 1944. To No.6 (BR) Squadron, 16 April 1944. To Western Air Command Headquarters, 3 June 1944. Promoted Squadron Leader, 20 June 1944. Promoted Wing Commander, 1 June 1945. To No.21 CSU, 16 August 1945. Retired 26 October 1945. As of recommendation he had flown 1,300 hours, 300 of them operational (83 sorties). DHist file 181.009 D.1753 (RG.24 Vol.20609) has recommendation for AFC as 3 February 1943 which noted he had been 4th in class of 244 at ITS, first in class of 16 at EFTS, 5th in class of 33 at EFTS, and 2nd in class of 65 at Administrative School, Trenton.

This officer has served on the Pacific coast for over three years, during which time he has shown outstanding ability as a pilot and a leader. On one occasion he was instrumental in saving a man's life by transporting him to a hospital in a hazardous night flight from an isolated inlet of limited accessibility. Throughout his lengthy service he has shown determination and initiative of the highest order, which have contributed greatly to the successful operations of his squadron.

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NEALE, F/O Herbert William (J36913) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 19 April 1923 in Winnipeg; educated at Wesley College. Store clerk, 1929-1934, teamster and tractor operator, 1934-1938 when he left for England; Alltools Aircraft in London, 1939-40 when he returned to Canada. Last peacetime job was as general mechanic and fitter, McDonald Brothers Aircraft, Winnipeg. Enlisted in Winnipeg, 24 July 1942. To No.2 Manning Depot, 8 November 1942. To No.2 ITS, 23 January 1943; graduated and promoted LAC, 3 April 1943 when posted to No.2 EFTS. Ceased training on 28 April 1943 when posted to No.2 Manning Depot. To No.5 AOS 29 May 1943; graduated and commissioned, 15 October 1943. To "Y" Depot, 29 October 1943. Embarked from Canada, 1 November 1943; disembarked in Britain, 9 November 1943. Attached to ACOS (whatever that is), 29 November to 23 December 1943. To No.1 (Observer) AFU, 29 February 1944. Promoted Flying Officer, 15 April 1944. To No.28 OTU, Wynswold, 25 April 1944. To No.11 Base, 13 July 1944. To No.61 Base, 18 July 1944. Attached to Dalton, 18-26 July 1944. Attached to No.1659 Conversion Unit, 26 July to 30 September 1944. To No.426 Squadron, 30 September 1944. Attached Dalton, 6 April 1945 (one day only). Repatriated 9 July 1945. To No.2 Air Command, Winnipeg, 20 July 1945. Retired 15 September 1945. Medal sent to his home, 16 March 1955, he being unable to attend a Winnipeg investiture owing to seeding. Died in Winnipeg, 18 December 1969. Incident described was 15 March 1945.

Flying Officer Neale is a very skilful and courageous navigator. Throughout a tour of intensive operations he has maintained a high standard of success. On one occasion he navigated the leading aircraft in a very effective daylight attack on the oil refineries at Castrop Rauxel. The outstanding results achieved were

almost entirely due to his navigational ability. Flying Officer Neale has at all times displayed exceptional courage and devotion to duty.

Notes: Repatriation form dated 22 May 1945 stated he had flown 34 sorties (211 hours 20 minutes on operations) plus 174 hours 55 minutes non-operational. Last sortie was 15 March 1945. Types in which he had flown were Anson (32 hours 20 minutes), Wellington (68.50), Halifax II and V (34.50) and Halifax VII (250.35).

Application for Operational Wing dated 19 March 1945 claimed 34 sorties (211 hours 20 minutes), October 1944 to March 1945.

Training: Interviewed 27 June 1942 - "Has army call but it will be postponed. Appears to be a good type; alert, intelligent. Should do well."

Course at No.2 ITS was 23 January to 3 April 1943. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill, Signals and Meteorology. Scored 916 points out of a possible 1,000; placed fourth in class of 97. "This airman is well matured. He has plenty of self confidence and has good leadership qualities. With a limited educational background, he applied himself diligently and stood near the top of his class. He is a steady, dependable airman with a pleasing personality and should prove satisfactory pilot material."

At EFTS he was excellent in ground school - "above average, showing no weaknesses" - his deportment was good. However, after eleven hours dual on Tiger Moths, the judgement was negative - "This student's general flying was average, but his judgement of height and distance was poor, and he had no idea of landings. Lacked confidence in his own ability."

Course at No.5 AOS was 31 May to 15 October 1943. Anson aircraft - 37.45 as first navigator by day, 28.30 as second navigator by day, 23.55 as first navigator by night, 12/45 as second navigator by night. Air work graded as follows: Air Navigation by day, 285/350; Air Navigation by night, 156/200; Log Keeping, 164/200; Reconnaissance, 74/100; Phonography, 87/100; Meteorological Observations, 48/50. Ground school courses and marks were - Elements of Air Navigation (180/200), Theory of Air Navigation (160/200), Air Navigation Exercises (164/200), Meteorology (93/100), Signals, Practical (97/100), Aircraft Recognition (39/50), Reconnaissance (43/50), Photography (49/50), Armament (39/50). "A good navigator and high in ground studies. Keen, industrious type of student. Well above average."

Course at No.28 OTU given as 25 April to 14 July 1944. Flew as navigator 33.10 by day and 35.40 by night.

Assessment from No.1659 Conversion Unit, 5 September 1944, noted, "First trip was a poor effort, but subsequent cross-countries have produced good results." One criticism - "Gets too many fixes and does not use them sufficiently to check his work."

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NEALE, WO1 Kenneth Francis (R61684 later J23104) - **Distinguished Flying Medal** - No.144 Squadron - Award effective 9 February 1942 as per **London Gazette** dated 13 February 1942 and AFRO 1653/42 dated 16 October 1942. Born 13 August 1914 in Bulyea, Saskatchewan; home given as Regina and Winnipeg (teacher); enlisted Regina, 29 June 1940. To No.1 ITS, 22 July 1940; graduated 16 September 1940 when promoted LAC; posted that date to No.3 AOS;

to No.2 BGS, 9 December 1940; promoted Sergeant, 19 January 1941 when posted to No.1 ANS. To Embarkation Depot, 12 March 1941. To RAF overseas, 6 April 1941. Promoted Flight Sergeant, 1 October 1941. Commissioned 30 December 1942. Promoted Flying Officer, 30 March 1943. Promoted Flight Lieutenant, 1 April 1944. Invested at Buckingham Palace, 19 May 1944. Repatriated 13 September 1944. To No.5 AOS, date uncertain. To No.10 SFTS, 10 September 1944. To "Y" Depot, 8 October 1944. Overseas at uncertain date; repatriated again 26 September 1945. To Western Air Command, 29 September 1945. To No.5 OTU, 11 December 1945. To Eastern Air Command, 27 February 1946. To Western Air Command, 22 September 1946. Released 14 November 1946. After the war, he settled in Vancouver and served in the teaching profession from elementary to principal. Also engaged in RCAF Auxiliary, 30 April 1955 to 30 October 1962 as Education Officer working with Air Cadets. Died in White Rock, British Columbia, 9 May 2006 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2006. Obituary notice stated he had flown 39 sorties in Hampdens.

This airman has participated in many sorties as air observer and his work has been of a very high standard. The majority of his flights have been made in adverse weather but throughout he has shown great skill and played a good part in the successes obtained. One night in November, Sergeant Neale was the observer of an aircraft which carried out a low flying attack on a heavily escorted convoy. The largest ship of the convoy was bombed and sunk.

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NEFF, F/L Chester Henry (C23202) - **Mention in Despatches** - RCAF Station Tofino - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born in Singhampton, Ontario, 14 October 1896. Educated in Ontario. Employed in a lumber yard (1911), farm hand (1911-1912), carpentry (1913-1916), farming (1916-1918), carpentry again (1919-1924), construction (1924-1926), parks work (1926-1928) and construction (1928 to enlistment). Home in Vancouver; enlisted there 5 January 1943 as Engineer, Works and Buildings and immediately granted rank of Flying Officer. Granted Leave Without Pay at the time because he was managing a construction project at Whitehorse which was of great interest to Department of Transport and to United States Government. To No.5 Manning Depot, 15 June 1943. This was cancelled as his construction work was deemed more important. Consideration given to his resigning commission and continuing in civilian capacity; resignation action commenced 19 April 1944 and cancelled 18 July 1944. Attended No.1 Composite Training School, Toronto, 30 June to 27 July 1944 (Officer Training). To Tofino, 7 August 1944. Promoted Flight Lieutenant, 1 April 1945. To Patricia Bay, 7 October 1945. To Western Air Command Headquarters, 27 October 1945. To Sea Island, 3 October 1946. Retired 11 April 1947. Died in Vancouver, 10 September 1955 as per British Columbia Vital Statistics.

Flight Lieutenant Neff has continually displayed keenness and devotion to duty and has done much to improve his station generally. While his duties are normally of a maintenance nature he has a great deal of construction and reconstruction to supervise. He has at all times worked long hours and produced excellent results promptly and his assistance to his Commanding Officer has been outstanding.

The above began as a recommendation for an OBE, initiated by W/C J.R. Frizzle, 18 July 1945,

wording as above. Reduced to Mention in Despatches at Western Air Command Headquarters, 10 September 1945.

Note: On 28 March 1945, W/C J.R. Frizzle, Tofino, wrote, "A capable and very cooperative officer in charge of Station Works and Buildings. He is doing a good job under the considerable handicap of having far more work to do than his section can hope to handle."

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NEIL, F/O John William (J16638) - **Mention in Despatches** - No.71 Operational Training Unit - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Nanaimo, British Columbia, 17 November 1919. Enlisted in Vancouver, 26 September 1940. To No.2 ITS, 26 October 1940; graduated and promoted LAC, 7 February 1941 when posted to No.8 EFTS; graduated 29 March 1941 when posted to No.2 Manning Depot; to No.10 SFTS, 9 April 1941; graduated and promoted Sergeant, 22 June 1941. To Embarkation Depot, 8 July 1941; to RAF overseas, 20 July 1941. Arrived in UK, 16 August 1941. Further trained at No.3 OTU. Served there with Nos.124 Squadron (21 October 1941) and 54 Squadron (18 November 1941) before posting to Middle East where he served with No.274 Squadron (12 February 1942 to 31 March 1943). Promoted Flight Sergeant, 8 January 1942. Commissioned on 5 November 1942; that same day he was forced to bale out north of Gael Station when glycol fumes filled cockpit, choking and blinding him. Aircraft plunged from 18,000 to 2,000 feet before he recovered senses, baling out at 300 feet. Next day, 6 November 1942, while co-operating with anti-aircraft guns, oil pressure dropped and he turned for base; engine packed up five miles from base and he force-landed. Promoted Flying Officer, 8 May 1943. Instructed at No.71 OTU, Ismailia (to 16 June 1943), and then to UK (February 1944). After leave in Canada returned to Britain, joining No.441 Squadron, 1 July 1944, transferring to No.421 Squadron on 7 July 1944. Shot down by flak, POW, 23 August 1944. Promoted Flight Lieutenant, 5 November 1944. Repatriated to UK, 14 May 1945, to Canada 8 July 1945, and released 21 September 1945. Died in Nanaimo, British Columbia, 13 July 1993 as per **Legion Magazine**, February 1994. Victories as follows: **27 May 1942**, one Ju.87 destroyed; **1 June 1942**, one Bf.109 destroyed; **11 June 1942**, one Bf.109 destroyed; **3 July 1942**, one Bf.109 damaged and one MC.202 damaged; **22 July 1942**, one Bf.109 damaged; **9 August 1942**, one MC.202 damaged; **2 September 1942**, one Ju.87 destroyed, one Ju.87 probably destroyed, one Bf.109 damaged; **2 November 1942**, one Bf.109 damaged; **5 July 1944**, one FW.190 destroyed, Alencon; **25 July 1944**, one Bf.109 probably destroyed, southwest of Rouen; **23 August 1944**, one FW.190 destroyed, Senlis.

NEIL, F/O John William (J16638) - **Distinguished Flying Cross** - No.421 Squadron (now POW) - Award effective 2 February 1945 as per **London Gazette** of that date and AFRO 563/45 dated 29 March 1945.

This officer has completed many and varied sorties during which he has displayed commendable skill, courage and determination. He has displayed the greatest keenness to engage the enemy and has destroyed five and damaged several more hostile aircraft; he has also most effectively attacked very many mechanical vehicles.

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NEILANS, F/O John Ferguson (J14744) - **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 in Edmonton, 2 October 1917. Home in Victoria. Spent two years in South Saskatchewan Regiment; enlisted Edmonton 13 January 1942 and posted to No.3 Manning Depot. To No.13 SFTS (guard), 14 March 1942. To No.6 ITS, 9 May 1942; graduated and promoted LAC, 3 July 1942; posted next day to No.1 BGS; graduated 28 August 1942 and posted next day to No.9 AOS; graduated and commissioned, 9 October 1942. To Mountain View, 17 October 1942. To No.1 BGS, 2 November 1942. Promoted Flying Officer, 1 May 1943. To "Y" Depot, 19 July 1943. To United Kingdom that same day. Promoted Flight Lieutenant, 9 October 1944. Repatriated 14 May 1945. To Western Air Command, 27 May 1945. To Coal Harbour, 4 July 1945. To No.21 GSU, 16 August 1945. To Sea Island, 28 January 1946. To Western Air Command Headquarters, 3 October 1946. Retired 16 October 1946. Living in Sarnia, Ontario, June 1949. Died in Vancouver, 6 May 2005. 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.2609 (RG.24 Vol.20627) has recommendation dated 20 October 1944 when he had flown 32 sorties (155 hours 50 minutes).

As an air bomber this officer has proved himself to be of exceptional ability. He came to this squadron after a long period of instruction and his experience in this line has been of invaluable assistance to new members of the section. Flying Officer Neilans has completed thirty-two trips over enemy territory including nine major operations and four mining trips. In all these trips this officer has carried out his duties in an exemplary fashion. Also, his ability in Radar navigation coupled with his competence in instructive work has been an inspiration to his crew and all other members of his section. His courage and resourcefulness are of the highest standard.

The sortie list was as follows:

30 April 1944 - Somain (5.05)
9 May 1944 - St. Valery (4.35)
10 May 1944 - Morlaix (4.40)
12 May 1944 - Borkum (3.40)
24 May 1944 - Aachen (4.45)
27 May 1944 - Bourg Leopold (5.30)
31 May 1944 - Au Fevre (4.50)
5 June 1944 - Houlgate (4.55)
6 June 1944 - Conde-sur-Noireau (5.55)
8 June 1944 - Mayenne (5.45)
10 June 1944 - Versailles (5.55)
12 June 1944 - Arras (4.15)
14 June 1944 - Cambrai (4.40)
15 June 1944 - Boulogne (3.50, daylight)
16 June 1944 - Sautrecourt (3.55)
21 June 1944 - Oisemont (4.40)
24 June 1944 - Bonnetot (4.00)
25 June 1944 - Gorenflos (4.05)
6 July 1944 - Siracourt (4.30)
8 July 1944 - Mining, St. Nazaire (7.00)
12 July 1944 - Bremont (4.20)

14 July 1944 - Anderbelck (3.05)
17 July 1944 - Mining, Scharnhorn (5.05)
18 July 1944 - Wesseling (5.05)
21 July 1944 - Anderbelck (3.20)
24 July 1944 - Mining, Lorient, 6.05)
25 July 1944 - Stuttgart (9.50)
3 August 1944 - Foret de Nieppe (3.25)
12 August 1944 - Braunschweig (5.40)
14 August 1944 - Potigny (4.10)
15 August 1944 - Brussels (3.55)
16 August 1944 - Kiel (5.20)

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NEILL, FS (now P/O) Eric Stewart (R187721/J89260) - **British Empire Medal** - No.426 Squadron - Award effective 20 October 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born in Windsor, Ontario, 5 August 1922; home there; enlisted there 18 September 1942. To No.1 Manning Depot, 23 September 1942. To No.6 SFTS (guard), 17 December 1942. To No.23 Pre-Aircrew Education Detachment, 7 March 1943. To No.2 Air Gunner Ground Training School, 3 April 1943; graduated and promoted LAC, 12 June 1943 when posted to No.3 BGS; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943. Commissioned 21 July 1944. Repatriated 18 November 1944. To No.1 Training Command, 4 January 1945. To No.4 BGS, 10 January 1945. Promoted Flying Officer, 21 January 1945. Date of release uncertain. Died 31 January 1966 as per DVA letter of 17 February 1966. Award presented 14 June 1949. RCAF photo PL-33920 (ex UK-16588 dated 17 November 1944) shows him as a member of No.420 Squadron, with F/L Pat Kelly (adjutant) who hands him congratulatory letter; PL-33921 (ex UK-16589 dated 17 November 1944) shows him alone.

This airman was mid-upper gunner of a bomber which, when preparing to land on return from an operational mission, crashed. The aircraft was scattered over a considerable area and demolished a house which immediately caught fire. Flight Sergeant Neill managed to extricate himself from the burning aircraft wreckage and, with great presence of mind, succeeded in dragging out four other members of the crew. Three of these were found later to be dead but the pilot, who was dangerously injured, owes his life to Flight Sergeant Neill's prompt and gallant action. Flight Sergeant Neill also assisted in rescuing two women and two children who were trapped in the demolished and burning house. He displayed exceptional coolness and courage under very perilous circumstances.

DHist file 181.009 D.4431 (RG.24 Vol.20649) has recommendation for an AFM dated 9 July 1944 when he had flown 13 sorties (63 hours 20 minutes).

Flight Sergeant Neill was the mid-upper gunner of a heavy bomber which crashed into some houses in the village of Newton when preparing to land at his base on return from operations. The aircraft was scattered over considerable area demolishing a house which immediately caught fire. Flight Sergeant Neill managed to extricate himself from the burning aircraft wreckage and with great presence of mind and courage succeeded in dragging out four others, namely,

Pilot Officer N. Craig, pilot, Pilot Officer Parker, the second pilot, Pilot Officer Sootheran, navigator, WO2 R.C. Parker, the wireless operator. Three of these were found later to be dead but the pilot, Pilot Officer Craig, who was dangerously injured and rescued by Flight Sergeant Neill, undoubtedly owes his life to the quick thinking and gallant action of this Non-Commissioned Officer. By this time the village fire fighters had arrived and Flight Sergeant Neill assisted in rescuing two women and two very young children who were trapped in the demolished and burning building.

Flight Sergeant Neill, by his gallant action and with complete disregard for his personal safety, displayed exceptional coolness and outstanding devotion to duty in extricating these persons from a perilous situation. He is highly recommended for the immediate award of the Air Force Medal. perilous circumstances.

NOTE: Information on Air 2/8784 provides some additional details; Neill had emerged dazed and badly shaken from the crash but immediately set about his rescue efforts when the dangers from exploding tanks was acute. The decision to change the recommendation from an AFM to a BEM was made at the Station or Base level on or before 14 July 1944.

The file dealing with the crash (DHH 181.009 D.3085) has extensive documentation. The aircraft was Halifax LW598 with the following crew:

J86042 P/O N.L. Craig, pilot and captain (dangerously injured)

J26120 F/O D.R. Parker, second pilot (killed)

R105525 Warrant Officer R.C. Parker, wireless air gunner (died of injuries)

J85619 P/O W. Holenchuk, air bomber (killed)

R161256 Warrant Officer A. Sootheran, navigator (killed)

1313807 Sergeant F.H. Howard, RAF, flight engineer (killed)

1566653 Sergeant J.P. Hughes, RAF, rear gunner (killed)

R187721 Sergeant E.S. Neill, mid-upper gunner (slightly injured)

Neill gave the following statement:

On returning to base on the night of June 8/9th, 1944, my pilot called up on R/T and was acknowledged with the instructions to orbit the aerodrome and stand by. We were flying at 1,000 feet and the weather was very bad, so we climbed to about 5,000 feet which brought us above the clouds. We flew quite a wide circle around the aerodrome and because of cloud conditions flew out of the vicinity of the aerodrome. The Navigator then homed us to Base and on arrival, heard Flying Control giving the diversion base to the other aircraft. The Navigator informed the pilot that it would take approximately 45 minutes to reach the diversion base (Nutts Corner), but the Engineer said we had not sufficient petrol to remain airborne for that length of time. The pilot decided to go down to 1,000 feet in order to see if the visibility had improved. Dawn was breaking at this time, and at 1,000 feet we could see the Sandra Lights, the perimeter track, and also the outer circle. We then made a second circuit and lowered our wheels in preparation for landing; by this time we were down to 800 feet. It was then that our starboard inner engine caught on fire and after feathering that engine, the starboard wing dropped and the aircraft seemed to

side-slip into the ground. This is the last thing I can remember, so therefore this concludes my evidence.

Pilot Officer Craig provided the following statement:

Returning from operations over France on the night of June 8/9th, 1944, I flew on instruments practically all of the way back to base. After calling up on R/T, I was told the report on weather conditions and then standby for further instructions. Since the other aircraft of the base were returning, I increased my height to approximately 2,500 feet.

I was then given a diversion to Nutts Corner, Northern Ireland, and after checking with my Navigator, found that it would take 50 minutes to reach that base. However, the Flight Engineer reported that our petrol was only sufficient to take us to that base, with none to spare, so I decided to go down below the clouds, or some reasonable height at which I could determine the state of the visibility. At 800-1,000 feet, I could see the Sandra and runway lights between the patches of low cloud, so I decided to attempt a landing. Although I intended to call up on R/T and tell then my intentions, I cannot recall having done so.

Any other evidence I would give would merely be second-hand evidence as told me by my Mid-Upper Gunner, and would therefore be classified as hearsay and not acceptable as evidence.

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NEILLY, F/L Louis Graham (J3202) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 13 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 29 December 1912 in Simcoe, Ontario. Home in Gilford, Ontario; enlisted in Toronto, 27 May 1940. To No.1 ITS, 1 June 1940; graduated and promoted LAC, 21 June 1940 when posted to No.4 EFTS; graduated 31 August 1940 when posted to No.2 SFTS; graduated and commissioned 30 November 1940. Subsequently trained at CFS, Trenton (graduated 18 July 1941). Instructed at No.6 EFTS (date uncertain) and No.4 SFTS (17 March 1943 onward), having been promoted Flying Officer, 1 December 1941 and Flight Lieutenant as of 15 February 1943. To "Y" Depot, 28 August 1943. To United Kingdom, 12 September 1943. Repatriated 8 June 1945. To No.1 Air Command, 20 June 1945. To No.4 Release Centre, 6 September 1945. Retired 22 September 1945. Died in Collingwood, Ontario, 31 May 1998. NOTE: The AFRO gives unit as No.6 Squadron, but it is hard to reconcile that unit (which principally flew single-engined Hurricanes) with the citation. At the time of announcement he was with No.429 Squadron. In RCAF photo PL-31705 on right with S/L Mike Bryson, 14 August 1944; RCAF photo PL-31918 (ex UK-14053 dated 18 August 1944) shows W/C A.F. Avant (left), commander of Bison Squadron, receiving report from F/L Lou Neilly (Guilford, Ontario, on right) and F/O Ross Ferguson of Erin, Ontario (centre) following raid on Brunswick. Photo PL-33996 (ex UK-16311, 10 November 1944) is captioned as follows: "F/L C.R. Higgins. Nelson, B.C. is shown here winding up Canada's Seventh Victory Loan campaign. The adjutant of the Bison Squadron was instrumental in producing a hundred percent subscription from the Canadians. At the left is F/L K.E. Johnston, DFC, Peterborough, Ontario, the engineer leader, looking over an application form, while S/L L.G. Neilly, DFC, a flight commander, Gilford, Ontario, watches the adjutant complete his application." Photo PL-33718 (ex UK-15641, 7 October 1944) shows him on squadron strength. Photo PL-36343 is a portrait. DFC and Bar sent by registered mail,

13 January 1949.

Flight Lieutenant Neilly has displayed a high degree of skill, courage and determination in air operations. In June 1944, when detailed to attack a target, an engine failed shortly after takeoff, but he continued and successfully completed his mission. On the return journey another aircraft was seen to fall into the sea. Displaying fine qualities of leadership, Flight Lieutenant Neilly obtained its position and instituted a search which resulted in seventeen people being rescued. Flight Lieutenant Neilly has displayed a fine fighting spirit and outstanding gallantry.

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627) has the original recommendation drafted 21 August 1944 by W/C A.F. Avant; he had flown 24 sorties (118 hours five minutes); no sortie list with form:

Flight Lieutenant Neilly has displayed a high degree of skill, courage and determination in air operations. On June 6th, 1944, an engine failed shortly after takeoff, but Flight Lieutenant Neilly continued on and bombed his target. On the return journey, his crew sighted a ditching and displaying fine qualities of leadership, Flight Lieutenant Neilly obtained its position and had a search instituted with a result of seventeen people being rescued. On another occasion, Flight Lieutenant Neilly had his bomb load hang up on his first bombing run. Despite intense, accurate anti-aircraft fire, he executed a second bombing run and while being repeatedly hit, dropped his load in the right place.

It is considered that his fine fighting qualities, devotion to duty and inspiring leadership fully merit the award of the Distinguished Flying Cross.

The ditched aircraft was reported to have been a troop carrier and he was thus credited with saving the lives of 18 airborne soldiers.

NEILLY, S/L Louis Graham, DFC (J3202) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945.

Squadron Leader Neilly has now completed two tours of operational duty. He has participated in attacks against many heavily defended targets. His leadership and fine fighting spirit, together with his superb devotion to duty, have done much to raise the operational efficiency of his crew to an exceptionally high standard.

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NEILSON, F/O Alexander Roy (J5293) - **Distinguished Flying Cross** - No.59 Squadron - Award effective 19 May 1943 as per **London Gazette** dated 25 May 1943 and AFRO 1247/43 dated 2 July 1943. Born in Windsor, Ontario, 17 February 1919; home there; enlisted there 14 December 1940. To Sydney Detachment, 2 October 1940. To No.1 ITS, 14 November 1940; graduated and promoted LAC, 22 December 1940 when posted to No.7 EFTS; graduated 7 February 1941 and posted next day to No.8 SFTS; graduated and promoted Sergeant, 16 May 1941; commissioned 17 May 1941. Retained in Canada until posted to RAF overseas, 26 December 1941. Promoted Flying Officer, 17 May 1942. Promoted Flight Lieutenant, 17 March

1943. To No.111 OTU, 28 September 1943. Repatriated 5 June 1945. To No.1 Air Command, 10 June 1945. To No.16 SFTS, 12 July 1945. To No.4 Release Centre, 16 September 1945. Retired 28 September 1945. Presented by Governor General, 28 January 1946. RCAF photo PL-3487 taken at No.8 SFTS, 1941 shows R70099 E.E. Neilson (Harrisburg ?), R71678 J.F. Boyd (Collingwood), 3640 C.S. Ratcliffe (Essex), R70090 J.S.R. Norton (Caledonia), R71699 J.A.D. Attwell (Toronto), R67719 A.R. Neilson (Windsor), R62604 C.P. Shriner (Lundy's Lane, Niagara Falls) and R67680 F.R. Letson (Windsor).

This officer has flown on operations since May 1942, when he made a daylight attack on an enemy convoy off the Dutch coast. Later he participated in the 1,000 bomber raid on Germany. Another time Flying Officer Neilson, in the face of intense opposition, made a successful attack on an enemy merchant vessel. More recently he has done excellent work on long-range anti-submarine patrol. Throughout his operational career this officer has shown determination and a fine fighting spirit, coupled with judgement of the highest order.

NOTE: Public Records Office Air 2/8952 has recommendation dated 16 January 1943 with more details:

Flying Officer Neilson did his first operation with No.59 Squadron in May 1942. In company with two other Hudsons of the squadron, he made a daylight attack on a convoy off the Danish coast. Flying Officer Neilson bombed a destroyer with results that could not be observed owing to evasive action, but his two companions were shot down. His own aircraft was damaged and he had to make a belly landing at home.

His second sortie was a daylight reconnaissance into the Skagerrak, searching for the **Prince Eugen**.

His fourth trip was on the 1,000 bomber raid on Bremen, from which he landed back at base with five gallons of petrol registering on his gauges.

On a subsequent night bombing strike, he flew through intense flak and hit a 2-3,000 ton ship in convoy, leaving it stationary and giving off heavy smoke.

After the squadron's conversion to Liberators, Flying Officer Neilson did excellent work on long range anti-submarine operations, meeting convoys 600 miles from base without the assistance of Special Equipment. On one occasion he was sent on an anti-shipping patrol and No.4 engine caught fire. He succeeded in extinguishing it and carried on his patrol as if everything was normal. He possesses determination and judgement of the highest order.

The following information has been provided by Pierre Renier, via website "RAF Commands", using ORB (Air 27/555):

Posted to squadron, 14 April 1942. First sortie was 11 May 1942 from North Coates, as follows: Aircraft: Hudson TR-N, Crew: P/O Neilson, Sergeants Menzies, Whitney, Tuckwood, Duty: Rover, Time Up: 1152 Down 1614, Details: Sighted convoy of 8 ships including 1 x 10,000 ton m/v and 2 DRS 20mi. NNE of BORKUM RIFF. Attacked DR with 2 x 250 A/S 3TD and 6 x 100 A/S 3TD in stick, diving from 300 to 50ft port to starboard forward of bridge. Results not observed owing

to evasive action. Aircraft hit by flak. Hydraulics went u/s – but made excellent belly landing at base. None of crew hurt. References: NC/01/11/5, NC/04/11/5

On the same sortie both TR-F, crewed by P/O Moss, Sergeant Baker, F/S Coombs, Sergeant Davis and in TR-V Sergeants Scouller, Doughy, Neggaton, Kermode respectively failed to return.

Spellings uncertain in some cases as the ORB is hand written at this point.

19 May 1942 North Coates (second sortie) - Hudson TR-S; crew: P/O Neilson, Sergeants Menzies, Whitney, Tuckwood, Duty: Reefer, Time Up: 0410 Down 1015, Details: Patrol completed – S/E used – Danish f/v and Rescue Buoy No. 62 sighted. References: NC/01/19/5

21 June 1942 - North Coates (third sortie) - Hudson AM524 "V" - crew: P/O Neilson A.R., Sergeants Menzies G.I., Whitney E.H., Tuckwood H.F, Duty: Rover, Time Up: 2302 Down 0415, Details: Patrol completed – No shipping sighted except 2 fishing vessels. S/E used. References: CH/G10/21/6, NC/02/22/6

25 June 1942 - North Coates (fourth sortie) - Hudson AM568 "T", Crew: P/O Neilson A.R., Sergeants Menzies G.I., Whitney E.H., Tuckwood H.F, Duty: Millenium II, Time Up: 2306 Down 0525, Details: Target Deschimag Works Bremen area. Bombs dropped in target area. 11 large fires on North bank of River Weser seen through gap in clouds. Heavy flak experienced. References: 16G4/1942, NC/027/26/6

On the same sortie it is noted that there were another 11 aircraft from 59 Squadron and also accompanied by 12 aircraft from 206 Squadron and 11 from 224 Squadron.

29 June 1942 record of his promotion P/O to Temporary Flying Officer with effect from 17 May 1942.

26 July 1942 - North Coates - Hudson AM527 "R"; crew: F/O A.R. Neilson, Sergeant A.W. Sinclair??, Sergeant E.H. Whitney, Sergeant H.F. Tuckwood, Duty: Strike, Time Up: 2126 Down 0226, Details: Target Convoy off Frisian Islands in formation with S & M/59. Convoy located on S/E and later visually 4 m/vs. 1 5000 tons. 1 2/3000 tons in line astern balloon on second m/v. Speed 8/10 knots co. east. Four runs made over c/v and m/v 2/3000 tons attacked with 2 x 250 & 6 x 100 lbs AS 025 Sec TD. R/G saw bomb burst on port side of target followed by heavy cloud of black smoke. Heavy and light flak. References: CH/G4/26/7, NC/014/27/7

The Form 540 records the aircraft letter codes "S" being EW904 and "M" being AM558.

28-29 August 1942 - Squadron moves to Thorney Island to start training on Liberators.

6 September 1942 - Noted along with two other officers as returning from 1509 B.A.T. which based on other personnel was approximately a one week course.

1 October 1942 - Admitted to S.S.Q. and placed on special diet for four days.

13 October 1942 - Went to RAF Catfoss to collect aircraft, returning following day.

27 October 1942 - Proceeds to RAF St. Eval on detachment.

31 October 1942 - Returns to Thorney Island.

8 December 1942 - St. Eval - Liberator III FK237 "R", Crew: F/O A.R. Neilson, Sergeant J.R. Dyer, Flight Sergeant R. McCartney, Sergeant H.F. Tuckwood, Sergeant E.H. Whitney, Sergeant H.B. Clarke, Sergeant L.G. Woods, Duty: Anti-Shipping Patrol, Time Up: 0724 Down 1600, Details: 1015, No.4 engine caught fire. Engine fully feathered, fire went out. Re-started No.4 leaving out all superchargers. Sighted several small trawlers during patrol along Spanish Coast. Investigated Corunna Harbour. Unable to land St. Eval owing to weather. Diverted to Chivenor. References: PL/G3/8/DEC, CHI/05/8/DEC

3 January 1943 - proceeded to No.21 S. of T.T. for Engine Handling Course; from a later entry appears to be only 3 days duration.

21 Jan 1943 - attached to RAF Chivenor for operations.

30 May 1943 - First mention in ORB with DFC appearing alongside his name.

Aug 1943 promotion to F/L w.e.f. 17/5/43 noted in ORB

Sep 1943 posted to No.2 P.D.C. w.e.f. 17th September pending posting overseas.

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NEILSON, Sq/O Helen Ridout (V30106) - **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 Quebec City, 1914. Home in Richelieu Village, Quebec. Received her undergraduate degree from McGill University and completed a dietetic internship at the Royal Victoria Hospital in Montreal. Enlisted in Ottawa, 18 April 1942 and commissioned in Equipment Branch; to No.6 Manning Depot on enlistment. To No.6 Repair Depot, 16 May 1942. To Eastern Air Command Headquarters, 31 August 1942. Promoted Flight Officer, 1 March 1943. Promoted Squadron Officer, 1 June 1944. To No.3 Release Centre, 31 March 1946. Retired 3 April 1946. Presented 24 April 1948. After the war, she returned to McGill and completed a M.Sc. in Nutrition (Animal Science). In 1948-49, she was Research Assistant to Dr. F. Tisdall in the Institute of Aviation Medicine, Department of National Defence. In 1949, she was appointed Associate Professor and Director of the School of Household Science, later the School of Food Science, at McGill University. Promoted to full Professor in 1954 and continued as Director until 1975. Served for one year (1956-57) in the Technical Assistance Program of the Food and Agriculture Organization of the United Nations at Kasetsart University in Bangkok, Thailand. In 1977 accepted an appointment as Principal Lecturer and Chair, Life Management Department, School of Applied Science, Riverina College of Advanced Education, Wagga Wagga, New South Wales, Australia. Returned to Canada in 1978. Member of the McGill University Senate during the turbulent years from 1967 to 1970. In 1977, she received The Queen Elizabeth 25th Anniversary Jubilee Medal. In 1980, appointed Emeritus Professor of Food Science at McGill. Past President of The Canadian Dietetic Association (1961-62) and Chair of numerous committees; received the Stuart Award in 1976 and in 1989 became the first Member Emeritus. In 1985, she received the Mastery for Service Award from Macdonald College, and in 1994 received Le Prix Ross, le prix d'excellence pour la carrière. In retirement, she wrote the histories of Macdonald College and the Anglican Parish of Vaudreuil. A summer resident of Tadoussac and a member of The Alpine Club of Canada. Died in Montreal, 2 December 2006.

This officer through extreme devotion to duty has raised the standard of Messing at units in Eastern Air Command to a very high level and has thus assisted in keeping morale of the personnel in a desirable state. She has carried on her duties beyond that unusually expected and has visited isolated Detachments in an attempt to ensure that the standard of Messing is of the highest. Her cheerful manner and keen devotion to duty are deserving of the highest praise.

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NELLIGAN, FS Donald James (R221382) - **Distinguished Flying Medal** - No.428 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. American in RCAF; born 15 October 1925 in Canton, Ohio; educated in Detroit; home in Detroit (file clerk, Pere Marquette Railway Company); enlisted Windsor, Ontario, 4 May 1943 and posted to No.3 Manning Depot. 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, 12 December 1943. Embarked from Halifax, 20 January 1944; disembarked in Britain, 31 January 1944. To No.23 OTU, Pershore, 29 February 1944. To No.22 OTU, 15 March 1944. To No.61 Base, 11 June 1944. Attached to No.1664 Conversion Unit, 11 June to 13 July 1944. To No.428 Squadron, 13 July 1944. Promoted Flight Sergeant, 26 August 1944. Repatriated 8 March 1945. To No.1 Air Command, 20 March 1945. To No.16 SFTS, 25 April 1945; to No.10 EFTS, 29 April 1945; promoted WO2, 25 June 1945. To No.4 Release Centre, 25 June 1945. Retired 30 June 1945. Died in St. Petersburg, Florida, 6 November 1997.

Flight Sergeant Nelligan has completed a successful tour of operations. Throughout he has displayed enthusiasm, skill and devotion to duty of a very high order. During one operational sortie this airman was wounded in the wrist by anti-aircraft fire. Undaunted he continued at his allotted task.

DHH file 181.009 D.1941 (Library and Archives Canada RG.24 Vol20612) has original recommendation by W/C M.W. Gall drafted 19 January 1945 when he had flown 29 sorties (176 hours 45 minutes); sortie list and submission as follows:

3 August 1944 - Bois de Casson (5.15)
4 August 1944 - Bois de Casson (5.05)
5 August 1944 - St. Leu d'Esserent (5.30)
7 August 1944 - Mer de Hagen (5.10)
16 August 1944 - Stettin (6.30)
6 September 1944 - Emden (5.00)
10 September 1944 - Le Havre (4.25)
14 September 1944 - Wilhelmshaven (4.05, recalled)
15 September 1944 - Kiel (6.25)
17 September 1944 - Boulogne (4.20)
18 September 1944 - Domberg (5.05)
19 September 1944 - Domberg (2.10, recalled)
20 September 1944 - Calais (5.20)
25 September 1944 - Calais (5.15)
26 September 1944 - Calais (4.35)
27 September 1944 - Bottrop (6.05)

6 October 1944 - Dortmund (7.05)
9 October 1944 - Bochum (6.20)
14 October 1944 - Duisburg (6.05)
28 October 1944 - Cologne (6.40)
1 November 1944 - Oberhausen (6.15)
2 November 1944 - Dusseldorf (6.50)
4 November 1944 - Bochum (6.20)
6 November 1944 - Gelsenkirchen (5.25)
21 November 1944 - Castrop (7.20)
21 December 1944 - Cologne (6.20)
24 December 1944 - Dusseldorf (4.35)
28 December 1944 - Opladen (6.25)
6 January 1945 - Hanau (7.40)
14 January 1945 - Merseburg (9.20)

Flight Sergeant Nelligan has shown a high degree of courage, skill and initiative as an air gunner and through these qualities has contributed largely to the successful completion of an operational tour by his crew. On one sortie Flight Sergeant Nelligan was wounded in the wrist by flak but carried out his duties and displayed exceptional keenness and devotion to duty in trying to operate again before the wound was entirely healed.

He has participated in 29 sorties, the majority of which were on heavily defended targets, and has been of incalculable value to his pilot by his cooperation and diligence. For his all around ability, courage and devotion to duty, I recommend the non-immediate award of the Distinguished Flying Medal.

Notes: Wounded in right wrist by flak, 14 October 1944. Cleared to return to unit for ground duties, 23 October 1944.

Application for Operational Wing dated 18 January 1945 stated he had flown 29 sorties (176 hours 45 minutes), 13 July 1944 to 14 January 1945.

On repatriation form dated 14 February 1945 he stated he had flown 29 sorties (177 hours 50 minutes) plus 151 non-operational hours. Types experienced were Wellington (91.40), Halifax (39.15) and Lancaster (197.55).

Training: Interviewed May 1943 by F/O T.A.K. Fletcher. "Well motivated. Eager to be a pilot but understands selection. Brother a flying instructor in RCAF. Somewhat weak in Mathematics. Highly enthusiastic at present. Should succeed."

Course at No.9 BGS was 17 October to 26 November 1943. Battle aircraft; flew 18 hours 20 minutes by day, exposed five cine films, fired 400 rounds air-to-ground, 2,100 rounds air-to-air. On ground spent 17 hours ten minutes in Turret Manipulation (Bristol, Frazer-Nash and Boulton-Paul), firing 1,000 rounds. Tested in Guns, Pyrotechnics and Ammunition, written (197/200), Sighting, oral (175/250), Turrets, practical (134/200), Aircraft Recognition (80/150) and Signals (100/100). Placed 79th in a class of 142, "Average student. Tried hard on course. Cooperative, Appearance and bearing fair."

At No.1664 Conversion Unit trained as Rear Gunner. Fired 850 rounds on 400-yard range, ten

rounds at clay pigeons, 500 rounds air-to-air. Took part in two fighter affiliation exercises. Tested in Sighting (35/40), Browning Guns (17/20), Boulton-Paul turrets (26/30), Tactics (44/50), Aircraft Recognition and Range Estimation (40/40), Harmonization (17/20) and spent eight hours in Turret Manipulation, "Should prove to be an able air gunner" (F/O R. Hurst).

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NELSON, F/L Donald Smith (J26257) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 16 December 1944 as per **London Gazette** dated 12 February 1946 and AFRO 322/46 dated 29 March 1946. Born 7 June 1917 in St.Catharines, Ontario; home in Tonawanda, New York (paper maker); enlisted Hamilton, 16 February 1942. To No.1 Manning Depot, 5 April 1942. To No.1 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942 but not posted to No.9 EFTS until 24 October 1942; graduated 23 January 1943 when posted to No.5 SFTS; graduated and commissioned, 14 May 1943. To No.1 GRS, 28 May 1943. To "Y" Depot, 14 August 1943. To United Kingdom, 3 September 1943 although not shown as posted to No.3 PRC until 8 October 1943. Promoted Flying Officer, 14 November 1943. Shot down and taken prisoner, 14 January 1945, Lancaster LL959; Nelson was sole survivor when aircraft exploded. Complete crew 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. Repatriated 1 June 1945. To No.1 Composite Training School, 12 June 1946. To No.4 Release Centre, 28 August 1945. Retired 3 September 1945. Medal sent by registered mail, 5 November 1949.

Flight Lieutenant Nelson, as pilot and captain of aircraft, has completed numerous operations against the enemy in the course of which he has invariably displayed the utmost fortitude, courage and devotion to duty.

On his "Loss of Bomber Aircraft Questionnaire" based on interrogation of 13 May 1945 he stated he had flown 29 sorties; target was Merseburg. He stated:

The trip was uneventful until the incident described above. We had no difficulty fulfilling the tactics laid down. By periodic check the navigator was satisfied we were on track on time. When we arrived in target area to find that illuminating flares were just going down necessitating an orbit. I inquired what had happened to the navigator's timing, especially as he had required me to push the aircraft to make up time. His comment was that his last instructions were to use broadcast winds which had begun to differ widely from his own which must have been right. Flak was fairly active but I saw no near misses. We were hit on the bombing run just as the bomb aimer said "Bombs - - -." That was the last I remember until I regained consciousness, falling pinned to a piece of the fuselage top. After a short, fruitless attempt, this bit of aircraft broke up further and I was released. The chute would not open when the ripcord was pulled, just trailing out the length of the canvas straps. I pulled it down to me and shook it

out and in about 15 seconds was on the ground, in a steep gravel pit. There was heavy fog on the ground and light thin stratus overhead. Landed heavily on face.

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NELSON, F/O Frank Irwin (J24623) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 11 February 1917 in Winnipeg; home there (accountant); enlisted there 28 April 1942 and posted to No.2 Manning Depot. To No.2 BGS, Mossbank, 18 July 1942. To No.2 ITS, 13 September 1942; graduated and promoted LAC, 7 November 1942 but not posted to No.5 AOS, Winnipeg until 22 November 1942; graduated and commissioned, 19 March 1943. To "Y" Depot, 4 April 1943. Disembarked in Britain, 29 April 1943. Attached to army for observation duty, 21 May 1943; to No.6 (Observer) AFU, 17 August 1943 (Ansons, 44.35). To No.82 OTU, 14 September 1943 (Wellingtons, 88.50). To No.61 Base, 14 January 1944 and attended No.6 Group Battle Course. Attached to No.1666 Conversion Unit, 27 January 1944. Attached to No.1659 Conversion Unit, 28 January to 18 March 1944. To No.408 Squadron, 18 March 1944. Repatriated via Rockcliffe, 2 November 1944. To No.2 Air Command, 14 December 1944. To No.8 Repair Depot, Winnipeg, 17 December 1944. To No.3 ANS, Portage la Prairie, 6 May 1945. To Western Air Command, 16 May 1945. To No.8 Release Centre, 24 July 1945. Retired 25 July 1945. Medal presented 1 February 1946. Died in Vancouver, 5 April 1967 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.1633 (RG.24 Vol.20603) has recommendation dated 18 August 1944 when he had flown 32 sorties (164 hours 35 minutes), 25 March to 8 August 1944.

Flying Officer Nelson has completed a tour of operations as navigator on four-engine bombers. On all his sorties the standard of navigation achieved by him was of the highest order. The excellence of his navigation inspired his crew with great confidence and was a very large contributing factor to the outstanding results attained by them. Flying Officer Nelson at all times showed great operational keenness and by his cheerful determination and excellent work set a splendid example to all navigators of this squadron.

The sortie list was as follows:

25 March 1944 - Aulnoye (5.20)
18 April 1944 - Noisy-le-Sec (5.15)
22 April 1944 - Dusseldorf (5.00)
24 April 1944 - Karlsruhe (7.00)
26 April 1944 - Essen (5.05)
27 April 1944 - Friedrichshaven (8.30)
8 May 1944 - Haine St. Pierre (4.20)
10 May 1944 - Ghent (4.00)
19 May 1944 - Merville Franceville (4.40)
24 May 1944 - Aachen (4.50)
5 June 1944 - Longues (4.50)
6 June 1944 - Coutances (5.40)
8 June 1944 - Mayenne (6.20)
12 June 1944 - Cambrai (6.20)

15 June 1944 - Boulogne (3.50)
17 June 1944 - Oisemonte (4.15)
21 June 1944 - St. Martin (4.00)
23 June 1944 - Bientques (3.20)
27 June 1944 - Foret d'Eawy (3.50)
4 July 1944 - Villeneuve St. Georges (5.45)
6 July 1944 - Coquereaux (4.25)
18 July 1944 - Caen (4.10)
18 July 1944 - Wesseling (5.00)
23 July 1944 - Kiel (5.35)
25 July 1944 - Stuttgart (8.15)
28 July 1944 - Hamburg (5.00)
1 August 1944 - Ferme de Forrestel (4.10)
3 August 1944 - Bois de Cassan (4.05)
4 August 1944 - Bois de Cassan (4.30)
5 August 1944 - St. Leu d'Esserent (5.20)
7 August 1944 - Caen (3.55)
8 August 1944 - Foret de Chantilly (4.25)

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NELSON, F/L Henry (J87209) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 21 April 1922 in Coronach, Saskatchewan; home there (student, former Royal Canadian Artillery and South Saskatchewan Regiment); enlisted Regina 17 February 1942 and posted to No.2 Manning Depot, Brandon. To No.4 SFTS, Saskatoon, 25 April 1942 (guard). To No.7 ITS, Saskatoon, 24 May 1942; graduated and promoted LAC, 17 July 1942 but not posted to No.19 EFTS, Virden until 30 August 1942; course ended 23 October 1942 but not posted to No.11 SFTS, Yorkton until 8 November 1942; graduated and promoted Sergeant, 5 March 1943. To "Y" Depot, Halifax, 20 March 1943. To RAF Trainee Pool, 27 March 1943. Disembarked in Britain, 4 April 1943. Attached to No.9 EFTS, 22-31 May 1943. To No.15 (Pilots) AFU, 8 June 1943. To No.20 OTU, 17 August 1943. Promoted Flight Sergeant, 5 September 1943. To No.1658 Conversion Unit, 12 November 1943. Attached to No.4 Group Battle School, Driffield, 12 November to 7 December 1943. Commissioned 10 May 1944. To No.10 Squadron, 11 May 1944. Promoted Flying Officer, 15 July 1944. Promoted Flight Lieutenant, 18 October 1944. To Repatriation Depot, United Kingdom, 16 January 1945. Repatriated from overseas, 2 February 1945 via Lachine. To No.2 Air Command, Winnipeg, 13 February 1945. To No.5 OTU, Boundary Bay, 21 March 1945. To No.6 Release Centre, Regina, 31 May 1945. Retired 4 June 1945. Member of Coronach Branch (Saskatchewan), died 16 September 1984 as per **Legion Magazine**, April 1984. RCAF photo PL-40624 (ex UK-17482 dated 15 December 1944) shows Flight Sergeant Michael Fettiss (left) of Vancouver and F/L Hank Nelson of Coronach, Saskatchewan just before end of tour; caption states that throughout tour they were never attacked by fighters and never damaged by flak. 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 18 June 1949. Public Records Office Air 2/9051 has recommendation dated 19 December 1944 when he had flown 35 sorties (166 hours four minutes), 24 May to 2 December 1944.

24 April 1944 - Aachen (4.14)
2 June 1944 - Trappes (4.50)

5 June 1944 - Mont Fleury (3.45)
7 June 1944 - Juvisy (4.35)
9 June 1944 - Laval (5.15)
12 June 1944 - Amiens (4.35)
14 June 1944 - Douai (4.00)
15 June 1944 - Fouilliard (5.30)
19 June 1944 - Domleger (1.30), Group recall
27 June 1944 - Mont Candon (3.40)
4 July 1944 - St.Martin l'Hortier (3.30)
5 July 1944 - St.Martin l'Hortier (3.30)
6 July 1944 - Croixdale (4.15)
23 July 1944 - Kiel (5.15)
24 July 1944 - Stuttgart (8.00)
28 July 1944 - Foret de Nieppe (3.15)
8 August 1944 - St.Philibert Ferme (3.20)
10 August 1944 - Dijon (6.45)
25 August 1944 - Brest (5.30)
11 September 1944 - GARDENING (5.15)
12 September 1944 - Munster (4.25)
27 September 1944 - Calais (3.20)
4 October 1944 - GARDENING (5.50)
6 October 1944 - GARDENING (4.00)
9 October 1944 - Bochum (5.10)
14 October 1944 - Duisburg (5.15)
14 October 1944 - Duisburg (4.55)
23 October 1944 - Essen (4.55)
28 October 1944 - Cologne (5.05)
30 October 1944 - Cologne (5.30)
6 November 1944 - Gelsenkirchen (4.50)
18 November 1944 - Munster (5.40)
28 November 1944 - Essen (5.25)
30 November 1944 - Duisburg (5.10)
2 December 1944 - Hagen (6.05)

Acting Flight Lieutenant Nelson was posted to No.10 Squadron as a Flight Sergeant in May 1944; has now completed 35 sorties comprising 166 operational hours. He has attacked heavily defended German targets including Duisburg (three times), Stuttgart, Cologne (twice), Kiel, Essen (twice) and Munster.

Throughout his operational career this Canadian officer has pressed home his attacks with great determination. His cheerful confidence in the face of heavy opposition and fine offensive spirit in action have maintained morale at a high level. He is undeterred by intense flak and his leadership has played a good part in the success of his operational flights.

He was the captain of a Halifax aircraft detailed to attack Duisburg on the 14th October, 1944. The starboard inner engine failed 70 miles from the target and, unable to maintain the briefed height of 19,000 feet, he continued and successfully bombed the target from 16,000. His skilful handling of his aircraft under these difficult conditions is worthy of high praise.

I consider acting Flight Lieutenant Nelson a pilot of great courage, and strongly recommend that his fine operational record, skill and strong devotion to duty be recognized by the award of the Distinguished Flying Cross.

Training: At No.19 EFTS flew Tiger Moths (37.00 day dual, 38.50 day solo, 3.00 night dual, 1.15 night solo); of this, 11.45 on instruments; also logged 10.30 in Link. Required 7.55 dual to first solo. Placed 42nd in a class of 42. "Student has been quite eager to learn but a trifle slow. Has been troubled with airsickness in aerobatics. Seems to be slightly nervous, particularly in night flying. Very low average ability in Ground School work and does not improve the situation over much by hard work."

At No.11 SFTS flew Cranes (71.55 day dual, 69.45 day solo, 8.25 night dual, 10.55 night solo). Of these times, 17.10 in formation and 26.25 on instruments. Needed 5.50 dual to first solo. Graduated 48th in a class of 50. "An average pilot who is hard working but is slightly slow to learn and react. Very thorough and methodical in his flying." (S/L J.D. Somerville).

Course at No.15 (Pilots) AFU was 22 June to 17 August 1943; Oxford aircraft (4.45 day dual to first day solo, 25.25 total day dual, 19.10 day solo (of these figures, 3.20 formation and 5.35 on instruments); 2.45 night dual to first night solo, 8.10 total night dual, 12.50 night solo plus BAT training. Spent 9.30 in Link. "General flying good average. Good, responsible, steady pupil who started slowly and improved, and should become a good captain of aircraft." (W/C L. Robinson, 12 August 1943).

Course at No.20 OTU was 19 August to 26 October 1943 on Wellington X aircraft (3.45 day dual to first day solo, total 5.10 day dual, 8.35 at controls by day with a captain, 25.20 day at controls with no captain, 4.15 night dual to first night solo, 4.35 total night dual, 5.55 night at controls with captain present, 32.40 night at controls as sole captain. "A normal intake pilot, very keen and conscientious, but generally a bit slow. Nevertheless, he can be relied upon to carry out any detail thoroughly. He has a good average crew and they appear to get on very well with one another. They went through the course well, working well at extreme heights around 20,000 feet. They have also worked very well in some very poor weather. All the required exercises were completed within the required time. The crew have a good grounding in fighter affiliation. The crew are not considered up to PFF standard, nor is the captain recommended for commissioned rank at the present time." (F/L S. Cameron, 29 October 1943).

Notes: Accident at No.19 EFTS, 1 October 1943 during night dual instruction; Tiger Moth 3877, instructor R114519 Sergeant J. Hunt (no injuries). Nelson taxiing, Hunt did not keep sharp lookout and Tiger Moth 3877 collided with Tiger Moth 5867.

Repatriation Form filed (date unclear), gave overseas flying as follows: at No.9 EFTS, two hours on Tiger Moths; at No.15 (P) AFU, 25 hours 40 minutes on Oxfords plus ten hours 25 minutes on Oxfords at Beam Approach School, followed by a further 43 hours 35 minutes at No.15 (P) AFU; at No.20 OTU flew 82 hours 15 minutes on Wellingtons; at No.1658 Conversion Unit, flew 53 hours ten minutes on Halifax aircraft; with No.10 Squadron flew 203 hours 30 minutes - 35 sorties (166 operational hours), the last on 2 December 1944.

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NELSON, F/L Ivan Crouch (C7140) - **Mention in Despatches** - Eastmoor (No.62 Base in AFRO) -

Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 19 January 1900 near Ashton, Idaho. Family moved to Alberta about 1910. Teacher and principal, Glenwood, Alberta and Cardston, Alberta; enlisted in Calgary, 5 September 1941 and commissioned in rank of Pilot Officer. Promoted Flying Officer, 12 January 1942. At No.8 BGS as of 13 January 1942. Promoted Flight Lieutenant, 1 February 1943. To "Y" Depot, 17 April 1943. To RAF overseas, 31 May 1943. Repatriated 29 September 1945. To No.7 Release Centre, 5 October 1945; retired 9 November 1945. Returned to teaching and store keeping. Died in Lethbridge, 1983. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 15 August 1944. Confirms he was in Armament trade, Station Armament Officer; had served 21 months in Canada, 14 months overseas.

In carrying out his duties this officer has developed his section into an efficient part of the station organization that is ready at all times to meet any operational demands. He has given unstintingly of his off duty hours to make this possible.

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NELSON, F/O John Eric (J27081) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 30 March 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 13 June 1924 in Port Arthur, Ontario; home there (student); enlisted there 19 June 1942. To No.2 Manning Depot, 7 July 1942. To No.8 Repair Depot, 24 August 1942. To No.2 ITS, 10 October 1942; graduated and promoted LAC, 19 December 1942 but not posted to No.2 EFTS until 27 December 1942; graduated 19 February 1943 and posted next day to No.12 SFTS; graduated and commissioned, 11 June 1943. To No.1 GRS, 25 June 1943. To "Y" Depot, 18 September 1943. Taken on strength of No.3 PRC, 8 October 1943. Promoted Flying Officer, 11 December 1943. Repatriated 8 July 1945. To No.5 Release Centre, 20 August 1945. Retired 12 September 1945. Unable to attend investiture at No.2 Air Command Headquarters, medal sent by registered mail 24 February 1947. RCAF photo PL-42935 (ex-UK-19843 dated 30 March 1945) shows F/O J.E. Nelson, DFC, pilot and Warrant Officer R.G. Gracie, navigator (Toronto).

In February 1945 this officer piloted an aircraft in an attack against eleven enemy naval vessels. The ships were lying in a fiord well sheltered by steep cliffs and defended by anti-aircraft batteries. Enemy fighters were also present over the area. Nevertheless, Flying Officer Nelson pressed home his attack with great skill and bravery. On breaking away he saw an aircraft of his formation being attacked by two enemy fighters. Flying Officer Nelson thereupon engaged the attackers, shooting down one and driving the other off. Throughout this notable sortie Flying Officer Nelson displayed bravery and resolution.

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NELSON, F/O Kenneth Lorraine (J25444) - **Mention in Despatches** - No.145 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 22 August 1923. Home in Ponoka, Alberta; enlisted in Edmonton, 7 April 1942 and posted to No.3 Manning Depot. To No.10 Repair Depot, 22 May 1942. To No.4 ITS, 4 July 1942; graduated and promoted LAC, 28 August 1942 but not posted to No.5 EFTS until 24 October 1942; may have graduated 18 December 1942 but not posted to No.7 SFTS until 28 December 1942; graduated and commissioned, 16 April 1943. To No.1 GRS, 30 April 1943. To No.31 OTU, 9 July 1943. To "Y" Depot, 5 October 1943. To No.145 (BR) Squadron, 9 October 1943. Promoted Flying Officer, 16 October 1943. To Eastern Air Command Headquarters, 17

April 1945. To "YO", 19 April 1945. To Halifax, 30 September 1945. To No.10 Release Centre, 23 October 1945. Retired 26 October 1945. Died in Victoria, 30 April 2002.

An outstanding pilot and an excellent officer, Flying Officer Nelson has carried out his anti-submarine patrols in an exemplary fashion. He has been called upon to fly in very bad weather and in spite of this, has executed his duties on every occasion.

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NELSON, WO1 Nels Jackson (R138027) - **Mention in Despatches** - WAC Marine Squadron - Awarded 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Name also rendered as Nels Joakem. Born 4 August 1889 in Mastod, Trondheim, Norway (RCAF press release 4907 announcing award). Home in Vancouver. He was a farmer and fisherman in Norway, 1904-1910, fisherman in British Columbia, 1910-1922, and skipper of his own boat, **B.B. Bird**, 1922-1940. Held a Master's Certificate for Home Trade (not exceeding 150 tons), 13 May 1938. Sailed coastal waters from Columbia River to Alaska. Member of the RCN Reserve, 10 July 1940 to 1 September 1941 when he was a Coxswain. Transferred to RCAF in Vancouver, 1 September 1941 with rank of WO2. On strength of Western Air Command, Victoria, 1 September to 15 October 1941. To Station Ucluelet, 16 October 1941. To Western Air Command Headquarters, 16 March 1942. Promoted WO1, 1 February 1943. Struck off strength of Western Air Command Marine Squadron, 31 August 1943 and posted to No.3 Repair Depot which nevertheless appears to have retained operational control of him and his boat. To No.8 Release Centre, Vancouver, 22 February 1945. Retired 24 February 1945. Parents still in Norway during the war. Died in North Vancouver, 13 September 1978 as per British Columbia Vital Statistics that gave his Christian names as Nels Joakim.

This warrant officer, for over two and a half years, has operated a small supply vessel servicing isolated detachments along the west coast in notably treacherous waters. During this time, in all seasons and under adverse weather conditions, he has maintained continuous service with complete disregard for personal safety and comfort. His devotion to duty, spirit of co-operation and mature judgement have fostered a high state of morale amongst his associates.

Recommendation raised on 3 July 1944 by S.L.G.F. Robinson, Western Air Command Marine Squadron, noting his post as being Master, Supply Vessel M.350 "Combat". Submission read:

Over a period of 2 ½ years this warrant officer has operated a small 80-foot supply vessel, servicing isolated detachments along the B.C. coast, chiefly in the Hecate Straits, a notably treacherous body of water. During this time, summer and winter, under adverse weather conditions he has maintained a continuous service, without regard for personal safety and comfort. His devotion to duty, spirit of cooperation and mature advice to the young officers in charge of these detachments has been the main contributing factor to a high state of morale amongst officers and men, especially in No.10 Detachment, Cape Scott.

When interviewed he was described as "Neat and clean in Fisherman's Reserve uniform. Vigorous and fit looking. Dark hair. Looks like a sailor. Medium height, good build." He had a fair vocabulary though with a strong Norwegian accent. Under "Department" described as "Man has lived in rough environment. Is naturally polite but knows little of the niceties of

average society. A sea-dog in fact." The Recruiting Officer's summary read, "Age 52. Hard bitten old sailor. Claims he leased his ship to RCAF on condition he retained command. Sincere, straight-forward, well qualified, knows little beyond his own work."

On 25 July 1942, F/L S.C. Burrige of Western Air Command Marine Squadron wrote, "His local knowledge of B.C. waters is far above average." On 2 January 1943 he wrote again of Nelson, "A thorough seaman with many years of experience as Master of B.C. Coast Fishery Vessels."

He claimed overseas service by virtue of command of M350 **Combat**, 1 September 1941 to 21 February 1945, "supply and salvage at Ucluelet, Alliford Bay, Cape Scott." This was allowed and he was permitted to wear the Maple Leaf Clasp on his Canadian Volunteer Service Medal (and draw an increased War Service Gratuity).

On 15 August 1944 one W.C. Thomson (lawyer for Nelson), wrote to Western Air Command Headquarters. It was amicable, asking that the boat be returned to Nelson, hopefully by 1 January 1945. In leaving RCAF charter, the boat would have to be repainted and generally overhauled. In addition, certain fishing equipment and installations would have to be reinstalled and refitted. The boat had been either requisitioned or volunteered for the RCN by Nelson, and when it was transferred to the RCAF he followed the boat.

On 19 September 1944, F/L A.B. Wilkinson writing for Officer Commanding, Western Air Command Marine Squadron (No.3 Repair Depot), stated:

The subject Warrant Officer presently on the strength of this Squadron has applied for discharge to return to industry in accordance with the provisions of DAPS Bulletin No.353, dated 3rd August 1944.

WO1 Nelson enlisted 1st September 1941. For a year prior to that date, he was with the RCNR in the Fisherman's Reserve. He is forty-four years of age. [sic].

The chartered vessel M350 "Combat" of which WO1 Nelson has been Master since his enlistment will be released shortly to resume fishing operations. WO1 Nelson is the owner of this vessel.

WO1 Nelson has performed outstanding service for the RCAF but in view of his age and the fact that his ship is being released to resume fishing operations, it is recommended that he be discharged from the RCAF for the purpose of returning to the fishing industry.

On 23 February 1945, following a DVA interview, he was assessed as follows:

Amiable personality with excellent motivation regarding civil life. In fact there has been little break in continuity of employment since enlisting. He has fished and worked on boats in these waters all his life practically, brought his boat into the service and worked on it his entire period of service and proposes to go back fishing. His choice is natural and logical. His problem is to get his boat - a seiner type - released by Ottawa. Any assistance given to expedite this matter highly desirable.

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NELSON, Sergeant Robert Hugh (R87134) - **British Empire Medal** - No.7 Bombing and Gunnery School - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 25 May 1914. Enlisted in Saskatoon, 20 January 1941 for General Duties and posted to No.1 Manning Depot. To No.1 BGS, 12 February 1941. Classified as Service Policeman, 7 April 1941 when promoted Acting Corporal (unpaid). Reverts to AC2 on posting to Trenton, 17 May 1941. Promoted AC1 and posted to No.5 (BR) Squadron, 5 July 1941. To No.116 (BR) Squadron, date uncertain. Promoted LAC, 5 October 1941. To "K", 1 July 1942. Promoted Corporal, 1 August 1942. Promoted Sergeant, 1 January 1943. To No.4 Repair Depot, 15 October 1943. To Moncton, 21 January 1944. To No.10 SFTS, 14 August 1944. To No.7 BGS, 27 February 1945. To No.1 CNS, 30 August 1945. To No.2 Air Command, 16 September 1945. To No.10 Repair Depot, 8 October 1945. To No.8 SEHU (whatever that is), 4 February 1946. Discharged 1 March 1946. Recalled to service with Eastern Air Command, 22 July 1946. To "K", 23 July 1946. Reverts to Corporal in postwar RCAF, 1 October 1946 (20936). To AFHQ, 20 April 1946. Promoted Sergeant, 1 November 1947. To No.102 Rescue Flight, 2 December 1948. To No.10 Group Headquarters, 8 March 1949. Promoted Flight Sergeant, 1 October 1950. Commissioned in Provost Branch, 1 January 1951 and posted to Air Transport Command Headquarters. To Air Material Command Headquarters, 6 August 1951. Retired 25 December 1951. Medal presented 21 March 1947.

This non-commissioned officer, employed as a service policeman, has displayed outstanding ability. His work has been of such a high standard that he has set a splendid example to all personnel. During the recent rioting in his home city where he was on leave, Sergeant Nelson reported to the non-commissioned officer in charge of Town Patrol and volunteered for duty, rendering valuable service during an emergency. He has never hesitated to assume responsibilities far beyond those that would normally be expected of him, and has been of invaluable assistance in maintaining a high degree of discipline and deportment.

* * * * *

NELSON, F/O Russell Lloyd (J27166) - **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 19 January 1922 in Clifton, Colchester County, Nova Scotia; home there (service station attendant); enlisted in Halifax, 29 June 1942. To No.5 Manning Depot, 13 July 1942. To No.9 SFTS (guard), 19 August 1942. To No.1 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942 but not posted to No.4 BGS until 6 February 1943; graduated 30 April 1943 and posted next day to No.4 AOS; graduated and commissioned 11 June 1943. To "Y" Depot, 23 June 1943. To United Kingdom, 15 July 1943. Promoted Flying Officer, 11 December 1943. Repatriated 28 October 1944, To Moncton, 5 December 1944. To Eastern Air Command, 7 December 1944. To "Y" Depot, 4 March 1945. To United Kingdom, 18 March 1945. Repatriated 13 June 1945. To Yarmouth, 16 June 1945. To No.1 Release Centre, 3 September 1945. Retired 7 September 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 2/8831 has recommendation dated 19 November 1944 when he had flown 36 sorties (153 hours 50 minutes), 18 April to 25 August 1944.

18 April 1944 - Tergnier (4.48)
20 April 1944 - Ottignies (3.58)

22 April 1944 - Dusseldorf (5.10)
 24 April 1944 - Karlsruhe (6.11)
 26 April 1944 - Paris (5.29)
 27 April 1944 - Montzen (4.27)
 30 April 1944 - Acheres (4.28)
 1 April 1944 - Malines (3.51)
 8 April 1944 - Berneval (3.27)
 9 April 1944 - Berneval (3.52)
 10 April 1944 - Trouville (3.44)
 24 April 1944 - Aachen (4.12)
 31 April 1944 - Trappes (5.43)
 6 June 1944 - St.Lo (5.06)
 7 June 1944 - Juvisy (4.58)
 9 June 1944 - Laval airfield (5.05)
 14 June 1944 - Douai (3.48)
 15 June 1944 - Fouillard (5.33)
 16 June 1944 - Domleger (3.50)
 28 June 1944 - Blainville (6.36)
 1 July 1944 - St.Martin Le Hey (3.46)
 4 July 1944 - St.Martin Le Hey (3.35)
 5 July 1944 - St.Martin Le Hey (3.18)
 8 July 1944 - Chateau Bernapre (4.40)
 17 July 1944 - Caen (4.07)
 25 July 1944 - Ferfay (3.17)
 28 July 1944 - Foret de Nieppe (3.27)
 1 August 1944 - Prouville (3.54)
 2 August 1944 - Foret de Nieppe (3.17)
 3 August 1944 - Foret de Nieppe (3.14)
 5 August 1944 - Foret de Nieppe (3.34)
 14 August 1944 - Falaise (4.13)
 15 August 1944 - Tirlemont (3.54)
 17 August 1944 - Brest (4.46)
 18 August 1944 - Sterkrade (4.40)
 25 August 1944 - Watten (3.19)

This Bomb Aimer has now completed his first tour of operations consisting of 36 sorties (115 points) involving a total of 153 hours. As a Bomb Aimer he has shown great keenness and efficiency on operations. For his good operational record and devotion to duty, he is strongly recommended for the award of the Distinguished Flying Cross.

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NESBITT, S/L Arthur Deane (C1327) - **Distinguished Flying Cross** - No.401 Squadron - Award effective 23 September 1941 as per **London Gazette** of that date and AFRO 1292/41 dated 7 November 1941. Born in Montreal, 16 November 1910 (see **Canadian Who's Who**); educated there. Began flying with Montreal Light Aeroplane Club, 1933 and in 1936 was judged the most competent pilot in the club (James Lytell Memorial Trophy). Joined RCAF (No.115 Squadron) 15 September 1939. Obtained wings at Camp Borden, 11 April 1940. Proceeded overseas with No.1 (C) Squadron; served in Battle of Britain (wounded 15 September 1940); later commanded

No.401 Squadron. Promoted Squadron Leader, 1 August 1941. To Canada, 18 September 1941, commanding No.14 Squadron and then (15 December 1941) No.111 Squadron. Promoted to Wing Commander, 16 June 1942 and given command of Station Annette Island. To Station Boundary Bay, 9 October 1942. To AFHQ, 31 October 1942. Commanding Officer, No.6 SFTS, Dunneville, 30 December 1943 to 21 March 1944. To "Y" Depot, 22 March 1944; taken on strength of RCAF Overseas Headquarters, 25 March 1944; commanded No.144 Wing (16 April to 12 July 1944. Joined No.83 Group Headquarters as Accidents Investigation Officer. Promoted to Group Captain on 1 January 1945 took over No.143 Wing. Returned to Canada, 16 September 1945; retired 27 November 1945. 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 photos PL-43790 and PL-43791 (ex UK-20819 and UK-20820 dated 15 April 1945) shows Air Marshal G.O. Johnson on taking command of RCAF Overseas Headquarters; accompanied by G/C Dean Nesbitt. Prominent in investment business and was President of Nesbitt, Thompson and Co. (founded by his father, A.J. Nesbitt in 1912) for 25 years (1952-1977). Handled accounts of Trans-Canada Pipelines, Ltd., and wrote a book on the early troubles of that company. Died 22 February 1978 in Montreal after a skiing accident on 4 February left him almost totally paralysed. Aerial victories, all with No.1 (Canadian) Squadron, as follows" **26 August 1940**, one Do.17 destroyed northeast of North Weald (claimed as a Do.215); **4 September 1940**, one Bf.110 destroyed near East Grinstead; **15 September 1940**, one Bf.109 destroyed near Biggin Hill; he was immediately shot down himself and baled out over Tunbridge Wells).

This officer has displayed fine leadership and exceptional devotion to duty throughout a long period of active operations against the enemy. On a particular occasion in December 1940, Squadron Leader Nesbitt led a section of aircraft over the sea for two hours without wireless assistance in extremely adverse weather conditions. Visibility was precisely nil. His judgement enabled the section eventually to land safely, although their petrol was practically exhausted, without loss to personnel. Squadron Leader Nesbitt has destroyed two enemy aircraft.

NOTE: Public Record Office Air 2/8462 has recommendation drafted 31 August 1941 by the Officer Commanding, Station Digny.

For his leadership and exceptional devotion to duty while flying continually on active operations against the enemy for a period of twelve months, from August 17th, 1940 to August 23rd, 1941 during which time he destroyed one Messerschmitt 109 on September 4th, 1940 and one Messerschmitt 109 on September 15th, 1940, and for his coolness and courage on 31st December 1940, whilst leading a section of three Hurricane aircraft over the sea for a period of approximately two hours, after having lost R/T touch in conditions of icing and a 50-300 feet ceiling with practically no visibility, used such judgment that enabled the aircraft to land after having exhausted their petrol, without any loss of personnel.

This was supported by Air Vice-Marshal R.E. Saul, Air Officer Commanding, No.12 Group, who wrote:

I strongly recommend the award of the Distinguished Flying Cross to Squadron

Leader A.D. Nesbitt, whose leadership and personal example have done so much to maintain his squadron in a high state of efficiency. This officer recently returned to Canada, very much against his will.

The award was approved by Air Marshal Sholto Douglas, Air Officer Commanding-in-Chief, Fighter Command, on 10 September 1941.

NESBITT, G/C Arthur Deane, DFC (C1327) - **Officer, Order of the British Empire** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. No citation to OBE.

NESBITT, G/C Arthur Deane, OBE, DFC (C1327) - **Commander of the Order of Orange-Nassau with Swords** - 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 in Fighter Command this officer has very greatly contributed to the liberation of the Netherlands in the period between January 1945 and the summer of 1945, thanks to his courageous and meritorious conduct on the land and in the air.

NOTE: Public Records Office Air 2/9140 has a more detailed citation as drafted for Air Ministry Honours and Awards Committee:

Group Captain Nesbitt commanded No.143 Wing from January 194 to August 1945. He took over command while the Wing was at Eindhoven on the day on which the enemy made their daring attacks on the majority of the airfields in 2nd Tactical Air Force. From the day he took over, Group Captain Nesbitt displayed the greatest devotion to duty and, by his keenness and enthusiasm, imbued the finest fighting spirit into his Wing in their attacks against the enemy. His outstanding organizing ability and forceful personality played a most important part in this Wing's fighting efficiency. Group Captain Nesbitt invariably displayed inspiring leadership and outstanding gallantry.

NESBITT, G/C Arthur Deane (C1327) - **Croix de Guerre with Silver Star (France)** - Award effective 12 September 1947 as per AFRO 485/47 of that date 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:

Group Captain Nesbitt commanded No.144 Wing during the invasion, being based at B.3 Airfield at St. Croix. His efforts contributed greatly to the degree of success achieved by the wing under his command.

Note: On 24 September 1940, Air Commodore G.V. Walsh (Air Officer Commanding, RCAF in Great Britain) addressed the following letter to the Secret, Department of National Defence for Air, Ottawa, respecting F/O A.D. Nesbitt:

I am directed to advise that the above named officer was in combat with enemy aircraft on 15-9-40. His aircraft was badly damaged and he was forced to leave by parachute. In leaving the aircraft he was struck by the empennage which caused contusion of neck and cheek muscles. On being picked up he was taken

to Pembury County Hospital but was later transferred to No.5 Canadian General Hospital, RCAMC. He has since been discharged and is at present on seven days sick leave.

It is believed that Flying Officer Nesbitt shot down an enemy aircraft before his own was damaged.

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NESBITT, F/O John Carleton (C45065) - **Air Force Cross** - Station Edmonton - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Enlisted in Winnipeg, 4 January 1941. Born 26 December 1910. Enlisted in Winnipeg, 4 January 1941 and posted to No.4 Manning Depot. To No.8 BGS, 27 January 1941. To No.4 Training Command, 13 April 1941. To Trenton, 24 May 1941. To No.5 EFTS, 6 July 1941 as instructor; granted rank of Sergeant, 7 July 1941 and then given Leave Without Pay. Recalled to Active Service, 1 December 1942 (still at No.5 EFTS, with rank of WO2, effective 7 July 1942). To No.6 SFTS, 9 January 1943. To No.1 Flying Instructor School, 16 April 1943. To AFHQ, 12 June 1943. To Northwest Staging Route, 10 September 1943. Commissioned 23 December 1943. To No.6 Communications Flight, 18 February 1944. Promoted Flying Officer, 23 June 1944. To No.3 Release Centre, 20 June 1945. Retired 22 June 1945. No citation in AFRO. Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation. When recommended he had flown 2,488 hours, of which 510 were in previous six months.

During the past two years this officer has displayed outstanding devotion in the performance of his flying duties. It has involved long hard hours in summer and winter throughout the North West Territory and along the Arctic coast. On one occasion he searched for and located a schooner that had foundered and made several landings among ice floes in an effort to reach the ship and effect an possible rescue. Over a lengthy period of time this officer has demonstrated that he is a very efficient and resourceful pilot.

NOTE: The search for a schooner involved the **Cally**, wrecked with the loss of twelve lives near Baillie Island, Northwest Territories. On 30 September 1944 he was in the area looking for survivors. In this he was unsuccessful, being hampered both by weather and ice conditions.. See RCAF file 976-3, "Search and Rescue - Operations - Aircraft Cases" in National Archives of Canada, RG.24, Box 18,114.

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NESS, F/O David Edward (J85008) - **Distinguished Flying Cross** - No.56 Squadron - Award effective 6 February 1945 as per **London Gazette** dated 13 February 1945 and AFRO 508/45 dated 23 March 1945. Born in Westmount, 2 December 1917; home in Copper Cliff, Ontario (electrician, surveyor and salesman). Formerly in the Royal Canadian Artillery (Reserve), January and February 1941). Enlisted in Montreal, 10 October 1941. To No.1 Manning Depot, 29 October 1941. To No.31 OTU, 20 November 1941. To No.3 ITS, 26 January 1942; graduated and promoted LAC, 28 March 1942 but not posted to No.14 EFTS until 11 April 1942; graduated 2 July 1942 when posted to No.2 SFTS; graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, 6 November 1942. Embarked for overseas, 21 November 1942. Arrived in UK, 30 November 1942. Further trained at No.17 (P) AFC, 16 February to 30 March 1943; at No.59 OTU, 30 March to 22 June 1943; at No.82 OTU, 22 June 1943 to 15 April 1944. On No.56 Squadron, 15 April 1944 to 1 May 1945. To UK on 1 May 1945; to Canada 10 September 1945;

released 1 November 1945. LAC on 28 March 1942; Sergeant on 23 October 1942; Flight Sergeant, 23 July 1943; WO2, 23 October 1943; commissioned 23 January 1944; F/O 23 July 1944. Aerial victories as follows: **12 July 1944**, one V-1 destroyed; **28 July 1944**, one V-1 destroyed (shared with another pilot); **30 July 1944**, one V-1 destroyed; **29 September 1944**, two FW.190s destroyed, Emmerich; **14 December 1944**, one Bf.109 destroyed, Rheine; **1 January 1945**, one Bf.109G destroyed, Helmond (shared with P/O H. Shaw); **4 January 1945**, one Bf.109 destroyed south of Osnabruck; **12 January 1945**, one FW.190 destroyed east of Fassberg.

Flying Officer Ness has always shown the utmost enthusiasm for operational flying. Throughout all his missions his exceptional skill, cheerful confidence and devotion to duty have set an outstanding example to all his squadron. He has destroyed three enemy aircraft and eight flying bombs and has shared in the destruction of several trains.

NOTE: Public Records Office Air 2/9048 has original recommendation dated 16 December 1944 when he had flown 124 sorties (118 ½ operational hours): apparently drafted by his flight commander:

Flying Officer Ness joined this squadron on 29th March 1944. During his 118 ½ hours of operational flying he has carried out many operational flights of various types on Typhoons, Spitfires and Tempests, in the United Kingdom and Northwest Europe.

In all he has done 13 weather and shipping recces, eight armed recces, 20 local patrols, 19 escorts and sweeps, four convoy patrols and scrambled, two anti-flak patrols and 58 flying bomb patrols. He has destroyed three enemy aircraft and eight flying bombs, and has shared in the destruction of several trains.

Flying Officer Ness has always shown the utmost enthusiasm in carrying out his operational flying, and in it has displayed exceptional skill and confidence as well as keenness in attack. His loyal and cheerful sense of duty have been an example to the squadron.

To the above the Commanding Officer of the unit adds:

In my opinion Flying Officer Ness thoroughly deserves this award. His ready keenness for operational duties and the capable manner in which he has carried them out, combined with his constant good humour during duller periods, have been of great value to the squadron.

To this, on 22 December 1944, the OC of his wing adds:

This officer has always displayed great keenness to seek out and destroy the enemy. He presses home his attacks to extremely close range and his cheerful confidence and his determination have been an inspiration to the rest of the squadron.

The form is counter-signed by another officer of Air Vice-Marshal rank on 27 December 1944 and by Air Marshal Cunningham on 11 January 1945.

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NESS, F/L John Freeland (J18394) - **Distinguished Flying Cross** - No.514 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 27 November 1916 in Brantford; home there (landscape gardener, ex-Royal Canadian Artillery); enlisted Hamilton, 16 May 1941 and posted to No.1 Manning Depot. To No.1 ITS, 3 July 1941; graduated and promoted LAC, 8 August 1941 when posted to No.7 EFTS; graduated 25 September 1941 when posted to No.14 SFTS; graduated and promoted Sergeant, 20 December 1941. To "Y" Depot, 30 December 1941. To RAF overseas, 1 January 1942. Commissioned 2 February 1943. Repatriation and release dates unclear. Medal presented 30 May 1947. Died in Brantford, 29 May 1978. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". Public Records Office Air 2/9081 has recommendation dated 24 March 1945 when he had flown 38 sorties (191 hours 30 minutes), 29 October 1944 to 23 March 1945.

29 October 1944 - Westkapelle (2.23)
31 October 1944 - Bottrop (4.55)
2 November 1944 - Homberg (4.20)
5 November 1944 - Solingen (4.42)
6 November 1944 - Coblenz (6.35)
11 November 1944 - Castrop-Rauxel (4.24)
15 November 1944 - Dortmund (4.40)
16 November 1944 - Hiensburg (4.02)
20 November 1944 - Homberg (4.18)
21 November 1944 - Homberg (4.03)
4 December 1944 - Oberhausen (4.25)
7 December 1944 - Merseburg Leuna Oil (7.19)
8 December 1944 - Duisburg (4.20)
12 December 1944 - Witton (4.45)
16 December 1944 - Seigen (5.30)
21 December 1944 - Trier (4.35)
22 December 1944 - Trier (4.30)
28 December 1944 - Gremberg (4.30)
31 December 1944 - Vohwinkel (4.55)
1 January 1945 - Vohwinkel (5.20)
3 January 1945 - Dortmund (4.40)
5 January 1945 - Ludwigshaven (6.05)
6 January 1945 - Neuss (4.35)
22 January 1945 - Hamborn (4.35)
28 January 1945 - Gremberg (5.45)
29 January 1945 - Krefeld (5.10)
1 February 1945 - Musten (5.10)
2 February 1945 - Weisbaden (6.00)
3 February 1945 - Dortmund (5.00)
9 February 1945 - Hobenbadborg (4.20)
14 February 1945 - Chemnitz (8.05)
16 February 1945 - Wesel (5.10)
18 February 1945 - Wesel (5.40)
27 February 1945 - Gelsenkirchen (5.20)

? March 1945 - Gelsenkirchen (5.30)
17 March 1945 - Reklinhassen (5.20)
20 March 1945 - Hamm (5.45)
23 March 1945 - Wesel (4.45)

Flight Lieutenant Ness has taken part in thirty-eight operational sorties as captain and pilot of a heavy bomber aircraft.

Although a large number of these sorties have been over heavily defended areas both in Germany and occupied countries, Flight Lieutenant Ness has always persevered and pressed home his attacks, being hit on several occasions by heavy anti-aircraft fire.

As a formation leader, Flight Lieutenant Ness has set a very high example to the rest of the squadron, and it is recommended that he be awarded the Distinguished Flying Cross for his continued devotion to duty.

NOTE: The Group Captain commanding RAF Base Waterbeach added, on 25 March 1945:

Flight Lieutenant Ness has been outstanding as a leader in aircraft equipped for blind bombing. He has pressed home his attacks regardless of all opposition and has set a fine example to captains and crews in following aircraft.

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NETHERTON, F/L Lloyd Hooker (J3490) - **Commended for Valuable Services in the Air** - No.3 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Toronto, 6 January 1917. Dominion Store clerk, 1934-1935. Assistant accountant, T.S. Woollings and Company, 1935-1940. Enlisted in Saskatoon, 6 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 20 July 1940 when posted to No.1 EFTS; graduated 13 September 1940 when posted to No.4 SFTS; promoted Sergeant and qualified as pilot, 18 November 1940. Commissioned 5 January 1941. To Trenton, 6 January 1941; to No.3 SFTS to instruct, 24 March 1941. Promoted Flying Officer, 5 January 1942. Promoted Flight Lieutenant, 15 July 1942. To No.31 GRS, 30 March 1943. To No.111 OTU, 7 July 1943. To No.45 Group (Ferry Command), 27 October 1943; to United Kingdom, 7 January 1944. To Karachi, 1 March 1944. To No.160 Squadron, 26 May 1944; service included attachment to Addu Atoll, 5-15 September 1944. Promoted Acting Squadron Leader, 12 April 1945 and posted to No.354 Squadron that date. To Cuttock, 18 May 1945. Embarked from India, 7 July 1945; disembarked in Britain, 31 July 1945. Repatriated 5 September 1945. To No.4 Release Centre, Toronto, 13 September 1945. To No.7 Release Centre, Calgary, 14 September 1945. Retired 26 October 1945. Postwar in South Porcupine, Ontario, employed by T.S. Woollings and Company (pulpwood) as manager of timber limits and labour negotiator. Royal Canadian Air Cadets officer and instructor, 29 November 1962 to 30 September 1963 in rank of Flying Officer (96663, Personnel/Education Branch, No.10 Squadron RCAC, Timmins). Died in Springville, Perth County, Ontario, 1993.

This officer has been employed in training as an instructor, Flight Commander and Examining Officer for the past two years. During this time he has done many hours instructing and has carried his responsibilities with above average ability and application to duty. He has produced several beneficial ideas that have

facilitated the training at this unit.

Recommendation raised 4 March 1943 by W/C R.D. Byers as follows:

This officer has been employed in training as an instructor, Flight Commander and Examining Officer for the past two years. During this time he has done 930 hours instructing and has carried his responsibilities with above average ability and application to duty. His total flying time is 1,150 hours. He has produced several beneficial ideas that have facilitated the training at this unit. He is highly recommended for commendation.

Although this was endorsed by the Commanding Officer of No.3 SFTS (4 March 1943) and by A/V/M G.R. Howsam, Air Officer Commanding, No.4 Training Command (11 March 1943), it did not reach the Priority List for Birthday Honours, 1943. Evidently revived at the end of the war.

T.A. Melnyk records the following in **Canadian Flying Operations in South-East Asia, 1941-1945** (Ottawa, 1976):

The only submarine sighting for many months provoked a massive response. On 28 October 1944 a Liberator Mark V of No.160 Squadron piloted by Canadian Flight Lieutenant L.H. Netherton, surprised a submarine - probably **Ro.113** - on the surface in the Bay of Bengal about four miles ahead of the aircraft. This was a visual sighting; the ASV was unserviceable, and the aircraft was patrolling at 4,500 feet. One minute and fifteen seconds later Netherton came out of the sun and dropped six 250 pound Torpex depth charges spaced at 60 feet and set for a 25 foot depth along the length of the submarine. Only three explosions were seen, all in front of the U-Boat. The other three depth charges may have hit the submarine and failed to explode. The submarine disappeared immediately after the attack and both squadron and station analysis recommended a "probable kill" be awarded. However, one again available records indicate that no submarine was sunk in October or November in the Indian Ocean.

Melnyk notes that two other crewmen were members of the RCAF - F/O C.D. McPhail (second pilot), WO E.F. Stratford (fire controller).

Notes: Application for Operational Wing dated 17 June 1945 states he had flown 17 sorties (328 hours including 74.35 at OTU and in transit), 23 May 1944 to 2 June 1945. However, another application dated 31 August 1945 states he had flown 23 sorties (325 hours), 21 May 1944 to 19 June 1945,

Training: Interviewed in Sudbury, 29 January 1940 by F/O G.L. Lumsden. "Appears to have good qualities for the making of an A-1 pilot."

Attended No.1 ITS, 24 June to 20 July 1940. Courses in Mathematics (91/100), Armament, practical and oral (85/100), Drill (80/100) and Law and Discipline (87/100). Placed 22nd in a class of 244. "Good chap."

Attended No.1 EFTS, 22 July to 15 September 1940. Fleet Finch II aircraft - 32.55 dual, 25.15 solo, no Link time. "Cool, confident pilot, should make single engine pilot." Ground courses in Airmanship (167/200), Airframes (124/200), Aero Engines (146/200), Signals (48.5/50), Theory

of Flight (72/100), Air Navigation (167/200), Armament, oral (158/200), and graded 170/200 in Qualities as an Officer. Placed third in a class of 21. "Physically OK, cool, confident, should make single engine pilot with experience. Officer material."

Attended No.5 SFTS, 15 September to 17 November 1940. Anson aircraft - 27.10 day dual, 24.15 day solo, 2.00 night dual. 1.10 night solo. Was 3.40 in Link. "A steady pilot but appears a bit nervous. Practice in landings." Ground courses in Airmanship (174/200), Armament, written (94/100), Armament, practical (74/100), Air Navigation (159/200) and Signals (47/150). Placed fourth in a class of 36. "A good type of young officer material."

Attended Central Flying School, Trenton, 3 February to 23 March 1941. Flew single-engine dual (22.30), single-engine solo (16.50), twin-engine dual (8.15) and twin-engine solo (12.35). "General flying good but needs more practice on demonstrations, patten and voice good, aerobatics fair." Ground courses in Airframes (94/100), Engines (88/100), Airmanship (92/100) and Air Navigation (82/100). Examined in a Lockheed 12, 23 March 1941 by F/L A.A.J. Shelfoon. Graded under following headings - Sequence (Good), Voice (Good), Manner (Interesting), Ability to Impart Knowledge (Good), Ability as Pilot (Average), Remarks ("Worked hard on course, will develop into capable instructor." Awarded Category "C" as instructor.

Attended No.1 GRS, 5 April to 4 June 1943. Anson aircraft - 38 hours 50 minutes. Graded in the following ground courses: DR Navigation Intermediate (76/100), DR Navigation Final (256/300), DR Navigation Air Work (249/300), Reconnaissance (172/200), Reconnaissance Air Work (78/100), Astro Navigation (93/100), Compasses and Instruments (154/200), Meteorology (134/200), Signals (83/100), Coding (76/100), Ship Recognition (155/200), Photography (83/100), Visual Signals (Pass). Placed second in a class of 24. "A sound, practical navigator under all conditions. He is keen and conscientious and will prove an asset in later duties." (F/L W.F. Davy)

Attended No.111 OTU, 12 July to 17 October 1943. Mitchell aircraft (9.35 day dual to first day solo, 18.35 total day dual, 34.45 day solo and 4.00 as second pilot; on instruments 4.00; 2.25 night dual to first night solo (total night dual), 15.45 night solo, 3.00 night as second pilot; . Liberator aircraft, 7.40 day dual to first day solo, 14.20 total day dual. 23.35 day solo, 2.50 on instruments by day; 3.15 night dual to first night solo (total night dual), 6.25 night solo. Logged 19.5 in Link. Flying tests in General Flying (305/400), Applied Flying (125/200), Instrument Flying (187/250), Night Flying (68/100) and Link (32/50). Ground examinations in Armament (120/150), Navigation (257/200) and Signals (74/100). "Average captain, capable of improvement. Ground work average. Room for improvement in coding and reconnaissance." (S/L A.W. Easton)

Selected Assessments: "An average instructor capable, average initiative. Young and lacks experience, should develop. Neat appearance and pleasant personalty." (F/L G.M. Martin, No.3 SFTS, 15 June 1941).

"This officer is not particularly spectacular but has some very excellent ideas and is a good organizer in a quiet way. Very capable flight commander." (S/L M.C. McDiarmid, No.3 SFTS, 6 January 1943).

"This officer as a Flight Commander and Examining Officer has proven his ability to carry out the responsibilities of a higher rank. It is recommended that he be promoted to the rank of Temporary Flight Lieutenant back dated to the date of his acting rank." (W/C R.D. Byers, No.3

SFTS, 15 March 1943).

“A good all round officer; he should be an asset to any unit.” (W/C J.N. Stacey, No.354 Squadron, 3 July 1945). To this is added, “This officer has been a successful and competent flight commander.” (Air Commodore B.V. Reynolds, 6 July 1945)

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NETREFA, WO (now P/O) Augustin Megantic (R225514/C95194) - **Distinguished Flying Cross** - No.311 Squadron - Award effective 19 July 1945 as per **London Gazette** dated 27 July 1945 and AFRO 1672/45 dated 2 November 1945. Born 24 August 1923, reportedly aboard the SS **Megantic**, for which he was named. Home in Walburg or St. Malbury, Saskatchewan. His record is unusual for having three service numbers - R225512, RAF 054727 and C95194. He is shown as an RAF recruit at No.31 Personnel Depot, Moncton, 14 October 1942; to No.31 EFTS, 6 November 1942; to No.32 SFTS, 23 January 1943. The period 15 May to 2 September 1943 shows postings to various Depots followed on 3 September 1943 by posting to No.111 OTU (Nassau, Bahamas), to No.31 Personnel Depot, 16 December 1943, and to the United Kingdom, 1 January 1944. All this is unusual in that seldom was any track kept of RAF personnel in Canada. He is then transferred to the RCAF in London, England, 12 December 1944, at which time he is a Sergeant Pilot. Commissioned 31 March 1945. Repatriated to Canada, 16 August 1945. Retired 1 October 1945.

This warrant officer has completed numerous operational sorties. On March 26, 1945 he was captain of an aircraft on an anti-U-boat patrol over the Baltic Sea. Contact was obtained with an enemy submarine and a telling attack delivered. This patrol was flown over the heavily defended U-boat training area and called for a high degree of navigation, timing and airmanship on the part of the captain. These qualities were displayed by Warrant Officer Netrefa who throughout his operational career has exhibited a high degree of determination and devotion to duty.

RCAF Press Release No. 551 dated 2 August 1945 (from “MacPherson”) read as follows:

TORQUAY, ENGLAND: --- Pilot Officer A.M. “Pablo” Netrefa, 22-year-old Coastal Command pilot of St. Walburg, Saskatchewan, now at the R.C.A.F. Repatriation Depot here, has been awarded the Distinguished Flying Cross.

Details of the citation have not been received, but Netrefa has completed a tour of operations on Liberators and took part in the attack on the German submarine training school on Bornholm Island in the Baltic (Z/311 – 28.2.45).

During the operation Netrefa surprised a submarine fully surfaced and “we practically dived bombed it,” he said.

“We had him between us and moon when we started the attack,” recalled Netrefa. “Our photoflash didn’t work and we didn’t manage to get a picture, so it was impossible to tell what the results of the bombing were. Some of the boys in my crew said we straddled the U-Boat, but there is nothing definite. The commanding officer of the squadron won an immediate D.S.O. for his part in the attack and several of the other pilots earned D.F.C.’s.”

Netrefa joined the R.A.F. in Montreal when he was considered too young for the R.C.A.F. in January 1942. He completed his training in England, the Bahamas and Canada before he joined the Liberator squadron.

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NEVILLE, S/L David John (C9010) - **Mention in Despatches** - No.62 Base - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. See **Field of Honour** (Bank of Montreal, c.1950). Home in Hamilton, Ontario; enlisted in Toronto, 29 November 1941 as Administrative Officer and commissioned that date. Posted on 24 December 1941 to No.7 SFTS, Macleod. Proceeded to "Y" Depot for overseas posting, 16 August 1942 and to United Kingdom, 20 August 1942. Trained there as Intelligence Officer. Posted to No.401 Squadron. Promoted Flight Lieutenant, 3 May 1943. Posted in May 1943 to No.331 Wing. Returned to England in December 1943 and assigned to Station Tholthorpe. Subsequently Base Intelligence Officer, Linton-on-Ouse. Completed overseas service as Senior Intelligence Officer, RCAF Overseas Headquarters; promoted Squadron Leader, 15 August 1944. Repatriated to Canada, 23 December 1945. Retired 2 February 1946. A noted ice hockey player (silver medallist, Olympics, 1936). Died in Westmount, Quebec, 14 October 1991. RCAF photo PL-40581 (ex UK-17282 dated 8 December 1944) is captioned as follows: "Recent raids on the Ruhr Valley are studied from aerial photographs by (left to right) S/L D.J. Beville, Hamilton, Beaver Bomber Base intelligence officer and F/L J.B. Pierson, New York City, who enlisted in the RCAF in Montreal." 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 by A/C J.L. Hurley forwarded 3 February 1945 when he was Base Intelligence Officer, stating he had served ten months in Canada, 29 months overseas.

Squadron Leader Neville was commissioned in the RCAF in November 1941 and posted overseas in August 1942. He served as Intelligence Officer with No.401 Squadron in 1942-1943 and was posted in North Africa in May 1943, where he served with No.425 Squadron until his return to the United Kingdom in November 1943. Whilst in North Africa, in addition to carrying out his duties as Intelligence Officer, he flew on a number of sorties, one with the Officer Commanding No.425 Squadron, Wing Commander St.Pierre, to San Giovanni, Italy.

On returning to the United Kingdom, Squadron Leader Neville was posted to RCAF Station Tholthorpe where he served from November 1943 to October 1944. His work during all this period was of outstanding calibre and he spared no time or effort to ensure that the squadrons were provided with all the Intelligence help available. Squadron Leader Neville was posted to No.62 (RCAF) Base as Base Intelligence Officer in October 1944, in which capacity he is now employed. In recognition of this officer's long and efficient service as Intelligence Officer I strongly recommend award of MiD.

NEVILLE, S/L David John (C9010) - **Member, Order of the British Empire** - No.62 Base (AFRO says only "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. No citation in AFRO or DHist biographical file. DHist file 181.009 D.1725 (RG.24 Vol.20607) has recommendation by A/C J.L. Hurley dated 21 May 1945

when Neville was Base Intelligence Officer, No.62 Base.

Squadron Leader Neville has served overseas since August 1942 with merit and distinction.

After an initial period as Intelligence Officer with a Squadron in England he was posted to North Africa in May 1943, where he served as Intelligence Officer with No.425 Squadron. His patience and understanding coupled with his zeal and interest in his work were helpful in maintaining a high morale under trying conditions. During this time he made an operational flight with the Commanding Officer of the squadron.

On returning to the United Kingdom, Squadron Leader Neville was posted to RCAF Station, Tholthorpe, where he served from November 1943 to October 1944. His work during all this period was of outstanding calibre and he spared no time or effort to ensure that the squadrons were provided with all the Intelligence help available. Squadron Leader Neville was posted to No.62 (RCAF) Base as Base Intelligence Officer in October 1944, in which capacity he is now employed.

In recognition of this officer's long, faithful and efficient service as Intelligence Officer I strongly recommend him for the award of the MBE.

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NEVINS, F/L Clifford Wright (C18984) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 18 September 1918 in Pennant, Saskatchewan; home there; enlisted Regina, 27 September 1940 as Aero Engine Mechanic. To School of Technical Training, St. Thomas, Ontario, 15 November 1940. Promoted AC1, 22 March 1941. To No.11 SFTS, 26 March 1941. Promoted LAC, 1 July 1941. To "Y" Depot, 12 March 1942. To RAF overseas, 30 April 1942. Promoted Corporal, 1 July 1942. Remustered to Air Gunner and promoted Sergeant, 30 September 1942 (apparently trained in United Kingdom). Commissioned 20 August 1943. Promoted Flying Officer and Flight Lieutenant, 4 February 1944. Repatriated to Canada via No.45 Group, Ferry Command, 22-24 July 1945. To No.2 Air Command, 26 July 1945. To No.2 Flying Training School, 11 November 1945. To No.1 Flying Training School, 24 December 1945. Released 20 February 1946. Living in North Battleford in 1950. Died in Saskatoon, 18 November 2009 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2010. Medal presented 6 November 1948. 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 16 September 1944 when he had flown 26 sorties (160 hours 35 minutes), 26 February to 23 May 1943 and 29 May 1944 to 13 March 1944. On 23 May 1943 (target Dortmund) his aircraft was hit by bombs from a Lancaster. Fuel lines cut; aircraft crashed and burned in England.

Flight Lieutenant Nevins as Flight Engineer Leader with this squadron has completed twenty-six sorties against some of the enemy's most heavily defended targets. An ideal leader of men, this officer under a calm and quiet manner has a fine offensive spirit in action which inspires confidence, and which has built a high standard of morale within his section.

For this officer's fine qualities of leadership, 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:

26 February 1943 - Cologne (5.20)
8 March 1943 - Nuremburg (9.00, heavy flak)
11 March 1943 - Stuttgart (8.05)
26 March 1943 - Duisburg (4.25)
27 March 1943 - Berlin (7.05, lots of searchlights)
29 March 1943 - Berlin (3.15, duty not carried out; iced up)
8 April 1943 - Duisburg (5.20)
10 April 1943 - Frankfurt (7.35)
14 April 1943 - Stuttgart (7.10)
16 April 1943 - Pilsen (9.30)
5 May 1943 - Dortmund (4.55)
23 May 1943 - Dortmund (5.00, apparently hit by bombs, fuel line cut, crashed in UK.
29 May 1943 - Wuppertal (5.30)
11 June 1943 - Dusseldorf (5.15)
19 June 1943 - Le Creusot (7.10)
3 July 1943 - Cologne (5.40)
9 July 1943 - Gelsenkirchen (6.40)
13 July 1943 - Aachen (6.00)
24 July 1943 - Hamburg (6.00)
25 July 1943 - Essen (5.10)
27 July 1943 - Hamburg (5.30)
30 August 1943 - Munchen Gladbach (6.10)
24 November 1943 - Berlin (4.20, duty not carried out, fuel leak)
25 November 1943 - Frankfurt (7.40)
6 January 1944 - Brest (5.30)
7 March 1944 - Le Mans (5.30)
13 March 1944 - sea search (3.50)

The website "Lost Bombers" indicates that he was with No.419 Squadron at the time of the May 1943 incident, aboard Halifax BB384, one of two aircraft of No.419 Squadron lost that night (the other being JB862). Airborne 2301 hours, 23 May 1943 from Middleton St. George. On return, crash-landed, due to lack of fuel at Dinsdale, just two miles from the airfield. No injuries reported. Crew were F/O P.G. Weedon, RCAF (later awarded DFC), Sergeant C.W. Nevins, RCAF (later commissioned and awarded DFC), F/O P. Campbell (later awarded DFC), F/O R.K. Shields, RCAF, Sergeant M. Wigelsworth, Sergeant S. Poole and Sergeant D.G. Plyley,

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NEWINGER, LAC Harlin Kenneth (R109305) - **Mention in Despatches** - Leeming - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born in Lomond, Alberta, 17 June 1918. Served in Militia (the Edmonton Regiment), 25

September 1936 to 1 October 1937; COTC while attending University of Alberta, September 1936 to April 1937 (also BA in Commerce, 1939); Private, Calgary Highlanders, May to July 1941. Home in Calgary (banking and office work); enlisted there 14 July 1941 as a clerk and posted to No.1 Manning Depot, Toronto. To Composite Training School, Trenton, 13 December 1941 where he placed sixth in a class of 151; described as "Good type of airman for clerical work, Studious and quiet. Neat in appearance and deportment good.". To No.10 Repair Depot, Calgary, 17 January 1942. Promoted LAC, 1 July 1942. To "Y" Depot, Halifax, 16 September 1942. To RAF overseas, 27 October 1942. Disembarked in Britain, 4 November 1942. To No.427 Squadron, 16 November 1942. Promoted Corporal, 1 January 1943. To No.9427 Servicing Echelon, 6 December 1943. To No.64 Base, 9 September 1944. Repatriated to Canada, 16 November 1945. To No.7 Release Centre, 24 November 1945. Released 19 December 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 15 months in Canada, 27 months overseas. Died in Lethbridge, Alberta, 29 June 1991.

For over one year and a half this airman has been employed as Daily Servicing Squadron Control Clerk in Squadron Headquarters. At all times he has been cheerful, quiet and efficient, working long hours and searching for ways to improve his contribution to the service. He has been a constant aid to his superiors and never failing in his efforts. In recognition of this airman's service, it is recommended that he be granted the award of Mention in Despatches.

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NEWITT, P/O Roland MacRae (J16193) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 12 April 1943 as per **London Gazette** dated 20 April 1943 and AFRO 985/43 dated 28 May 1943. Born 14 April 1919 in Vancouver; home there (clerk); enlisted there 18 December 1940. To No.35 SFTS (non-flying duties), 26 January 1941. To No.2 ITS, 16 March 1941; promoted LAC, 20 April 1941 and posted that date to No.8 EFTS; to No.15 SFTS, 8 June 1941; graduated and promoted Sergeant on 20 August 1941. Warned for embarkation, 21 August 1941. To RAF overseas, 14 September 1941. Commissioned 12 October 1942. Promoted Flying Officer, 12 April 1943 with simultaneous promotion to Flight Lieutenant.. Invested at Buckingham Palace, 9 November 1943. Promoted Squadron Leader, 22 November 1944. The website for No.550 Squadron states he was "A" Flight Commander, 7 November 1944 to 23 April 1945. Repatriated to Canada, 10 September 1945. Released 24 October 1945. Died in Burnaby, British Columbia, 13 August 2014.

Pilot Officer Newitt has participated in many operational sorties with consistent courage and determination, and has always set an excellent example of skill and judgement in the face of the enemy. In January 1943, during an attack on Essen, the flying instruments in this officer's aircraft became unserviceable, but despite adverse weather he pressed on to the target and successfully completed his mission. On yet a later occasion in January when returning from Dusseldorf, Pilot Officer Newitt's aircraft was attacked by a hostile night fighter and badly damaged. Although the rear turret was partially unserviceable, by skilful evasive tactics he managed to reach cloud cover and returned safely to base.

NEWITT, S/L Roland MacRae, DFC (J16193) - **Bar to Distinguished Flying Cross** - No.550 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Presented with Bar in Toronto, 30 November

1949.

Since the award of the Distinguished Flying Cross this officer has completed a second tour of operational duty. He has completed many sorties over some of the most heavily defended targets in the Ruhr and has secured many excellent photographs. His energy and perseverance have always been a source of encouragement to other members of his squadron. In addition, Squadron Leader Newitt has acted as flight commander, in which capacity his capable direction and leadership have been an inspiration to all who have served with him.

The website of No.550 Squadron lists the following sorties; his crew were FS W.G. Hill (flight engineer), F/O J.B. Wright (navigator), F/O G. Williams (bomb aimer), F/O I. Levine (WOP), Sergeant J.E. Piper (mid-upper gunner) and F/O H. Quick (rear gunner).

16 November 1944 - (NF232) - Duren, U.S. Army support (5.35)
18 November 1944 - (NF232) - Wanne Eickel, synthetic oil (6.35, Krupp Treibstoffwerke)
3 December 1944 - (NG289) - Urftt Dam, cloud over target (4.45)
4 December 1944 - (NG134) - Karlsruhe (6.45)
6 December 1944 - (NG134) - Merseberg (8.15, Leuna oil works)
15 December 1944 - (NG134) - Ludwigshaven (9.05, I.G. Farben chemical factories)
14 January 1945 - (NG134) - Merseberg (9.00, Leuna oil works)
22 January 1945 - (NG134) - Hamborn (5.50, steel factory)
2 February 1945 - (NG134) - Wiesbaden (7.00, Rhine industries)
20 February 1945 - (NG134) - Dortmund (6.55)
28 February 1945 - (NG134) - Neuss (2.51, recalled, town taken_)
1 March 1945 - (NG134) - Mannheim (6.55, communications)
2 March 1945 - (NG134) - Cologne (6.00, army support).
7 March 1945 - (NF931) Dessau (9.55, Junkers aircraft factory)
11 March 1945 - (NF931) Essen (5.35, army support)
12 March 1945 - (NF931) - Dortmund (6.00, army support)
15 March 1945 - (NG250) Misburg (7.25, oil, Deurag refinery)
19 March 1945 - (ME776) Hanau (time not given, railways)
21 March 1945 - (PA778) Bremen (4.20, oil)
4 April 1945 - (NG134) Lutzendorf (8.25, oil, Wintershall refinery)
9 April 1945 - (NF931) Kiel (6.35, Deutsche Werk U-Boat Yard, warships)

The website also reports a long (three page) article by Colin Brannigan about Piper, published in the Grimsby Telegraph, Special "Bygones" edition, December 2010, issue No.228.

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NEWMAN, F/L Dennis Alfred (J6641) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 20 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945. Born 22 January 1911 in Maidstone, Kent (birth date on MI.9 report); home in Buffalo, New York or Fort Worth, Texas (the latter is given as home address in March 1944). An engineer by profession. Enlisted Ottawa, 1 November 1940. To No.1 ITS, 17 March 1941; promoted LAC, 10 April 1941 and posted that date to No.7 EFTS; to No.5 SFTS, 28 May 1941; graduated and commissioned 8 August 1941. Warned for embarkation, 9 August 1941; to RAF overseas, 28 August 1941. Promoted Flying Officer, 9 August 1942 and Flight Lieutenant, 9

August 1943. Missing 11 July 1942 (reported POW). Evaded or escaped as he was repatriated to Canada, 4 December 1943. Departed for overseas again, 13 January 1944, arrived in Britain 21 January 1944. Repatriated to Canada 9 July 1945; released 10 September 1945. Medal sent by registered mail, 2 February 1949. Cited with Flying Officer Hugh Bilbrough (RAFVR).

Flight Lieutenant Newman and Flying Officer Bilbrough were pilot and navigator respectively in an aircraft detailed to attack Stuttgart one night in January 1945. When nearing the target area the aircraft was attacked by a fighter. Almost at the beginning of the fight, owing to an electrical failure, the mid-upper turret was rendered inoperative while at the same time the guns in the rear turret became jammed. Despite this, Flight Lieutenant Newman manoeuvred with great skill and finally evaded the attacker. The port inner oil tank had been badly pierced and the affected the running of the port inner engine. Attempts to feather the propeller were unavoidable. Despite this Flight Lieutenant Newman continued to the target. During the bombing run another fighter was encountered but a successful run was made. As the target area was left both the inner engines became unserviceable and some height was lost. Almost all the navigation aids had been rendered inoperative and the navigator, Flying Officer Bilbrough, was faced with a difficult task. Although compelled to work by the light thrown on to the compasses by a torch, he plotted his way across enemy territory. Eventually the compasses became unserviceable. Nevertheless, using the stars as his guide, he navigated the aircraft to an airfield near the English coast where a safe landing was effected. That this sortie was successfully accomplished reflects the greatest credit on the skill, determination and devotion to duty shown by these officers.

NEWMAN, F/O Dennis Alfred, DFC (J6641) - **Mention in Despatches** - No.148 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Unit identified in AFRO only as "Overseas"; found in DHist file 181.009 D.1711 "Honours and Awards - Awards to RCAF Personnel in Middle East" (NAC RG.24 Box 20605). Public Records Office Air 2/9230 has recommended citation, noting that the War Office had recommended an MBE and citing Interrogation report No.M.I. 9/S/PG (It) 1815. It would appear that this award was delayed until the war was so advanced that the chances of his recapture were minimal.

On 10th July 1942, this officer was one of the crew of a Wellington which was detailed to bomb Tobruk. Whilst over the target the aircraft was hit by anti-aircraft fire and a crash landing was made on the beach. After walking for four days and nearly reaching Sidi Barani, the crew were about to commandeer a German truck at the point of a gun when another truck came up and they were taken prisoner. An attempt to escape was made at Mersa Matruh but they were almost immediately recaptured. At Campo 21 (Chieti) Flight Lieutenant Newman assisted in a tunnel scheme but he managed to escape with two comrades before it was completed by crawling through the barbed wire. Some days afterwards, an Italian provided them with civilian clothes and took them to Francavilla where they hoped to be evacuated by boat with a large number of prisoners of war. The scheme failed and they were all ordered by a British officer to leave the district and go overland to the British lines. Flight Lieutenant Newman and his companion reached the British lines near Guglionesi on 28th October 1944.

The above gives the date incorrectly - it should read 28 October 1943. Public Record Office WO 208/3318 has MI.9 report of Lieutenant Ernest F. Lodge, 7 Royal Tank Corps, who had been captured at Tobruk on 20 June 1942 and was held at Campo 21 (Chieti). He had also been involved in the tunnel project. Interviewed on 25 February 1944, he stated:

On 18 September 1943 the first two PoWs to escape left the camp. There were Americans. On the night of 20 September I escaped with an American pilot serving in the RCAF, F/O D.A. Newman, 178 Squadron, RAF. We left the camp just as the Germans were arriving to take over from the Italians. After passing the guard of British and American officers which had been put on by the SBO [Senior British Officer], we crawled through the barbed wire and climbed the wall. It took us about two hours to get out, and during this time a German and an Italian officer examined the sentry boxes along the wall.

After leaving the camp we went into the hills and reached Rapino where we hid in a cave for five days, hoping that British troops would come through. For a time we lived on food we had brought with us, and on grapes and tomatoes from the fields. Later we got in touch with an Italian who gave us civilian clothes. We heard from this Italian that a boat was coming to Francavilla, and went there with the Italian as a guide. We found a party of SAS troops under Captain Bailey who had collected about 250 ex-PoWs over a period of four days. The boat had so far failed to arrive, and this was the fourth and last night of the scheme.

During the night a German patrol boat came in, and a dinghy came ashore with four Germans, two of whom were shot by SAS men. The two others ran away. Captain Bailey then ordered everyone to leave the district and make for the British lines by land. Newman and I waited around for a few hours, and during that time the SAS men shot the other two Germans.

From Francavilla our route was: Migluinico - Guliano - Arielli -between Lanciano and Castel Frentano near Caporali. Newman had injured his knee, and we remained for four days near Caporali, being looked after by an Italian who guided us across the River Sangro. From this point we followed a drove road, across country till we were within sight of the River Trigno near Montalfano. We lay up for a day in a river bed and a night went due south between Montenero and Mafalda, and then struck eastwards, meeting British troops near Guglionesi on 28 October.

Public Record Office Air 2/920 includes Newman's own MI.9 report, dated 8 March 1944, stated he had been captured near Sidi Barrani, 14 July 1942, escaped from Campo 21 (Chieti) on 20 September 1943, left Algiers at the end of October 1943, and arrived Glasgow on 5 November 1943. It read thus:

1. CAPTURE.

I took off from Kabrit in a Wellington aircraft on 10 July 1942 to bomb Tobruk. While we were over the target we were hit by flak. One engine was set on fire and shortly afterwards we crash-landed on the beach.

After four days' walking we had almost reached Sidi Barrani. We commandeered a German truck that was manned by two soldiers and while we were holding them under the point of a gun another truck passed by and we were taken P/W.

We were taken to Mersa Matruh and tried to escape from here, but we were caught almost immediately.

2. CAMPS IN ITALY

Bari (Transit Camp), 1 August 1942 - 1 December 1942
Campo 21 (Chieti), December 1942 - 20 September 1943.

3. ATTEMPTED ESCAPES

I was engaged on a tunnel scheme in Campo 21. The tunnel was completed a few hours before I escaped from Chieti although I did not use it.

4. ESCAPE FROM CAMPO 21 (CHIETI)

I escaped from Campo 21 on 20 September with Lieutenant Lodge (M.I.9/S/PG (It) 1790) and my story is as related in his report.

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NEWMAN, FS William Albert (R107859) - **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 1600/45 dated 12 October 1945. Name also recorded as NEUMAN, William Albert. Born 5 January 1916. Home in West Bend, Saskatchewan. Enlisted in Regina, 27 June 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To Technical Training School, 18 July 1941. Promoted AC1, 22 November 1941. To No.1 BGS, 26 November 1941. To "Y" Depot, 13 January 1942. To RAF overseas, 17 February 1942. Promoted Corporal, 29 January 1943. Promoted Flight Sergeant, 8 May 1943. Repatriated 7 August 1945. Retired 22 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 eight months in Canada, 35 months overseas.

This Senior NCO is in charge of the fitters for Repair and Inspection Squadron. This position he has filled for the last eighteen months with thoroughness, efficiency and complete compliance with all service regulations. To ensure a high standard of efficiency amongst the fitters at this unit, Flight Sergeant Newman has contacted all his subordinates personally, lectured to them in trade improvement classes, worked with them through the night and always engendered new approved methods without any hesitation. His own civilian fitter's experience has been supplemented with service overseas which has been assimilated by him and passed on to his subordinates in a direct, concise and exemplary manner. His leadership is proven by the staunch support the airmen give him. He is an outstanding tradesman whose services warrant recognition.

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NEWMAN, F/O William Benjamin Fredrick (J21644) - **Distinguished Flying Cross** - No.138 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 24 February 1919 in Toronto; home there. Enlisted in Vancouver, 22 December 1941. To No.3 Manning Depot, 11 January 1942. To No.13 SFTS (guard), 14 March 1942. To No.6 ITS, 9 May 1942; graduated and promoted LAC, 31 July 1942 but not posted to No.9 AOS until 15 August 1942; Graduated and commissioned, 4 December 1942. To "Y" Depot, 27 December 1942; to RAF overseas, 4 January 1943. Promoted Flying Officer, 4 June 1943. Promoted Flight Lieutenant, 4 December 1944. Repatriated 13 August 1945. Retired 4 October 1945 No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9026 has recommendation dated 16 July 1944 when he had flown 32 sorties (201 operational hours). Sortie list gives objectives only for three bombing operations; times only for others where the mission is described only as ""Operations as ordered":

19 November 1943 - Leverkusen (7.05)
22 November 1943 - Berlin (7.45)
25 November 1943 - Frankfurt (7.50)
31 March 1944 - (8.45)
9 April 1944 - (5.25)
11 April 1944 - (5.45)
26 April 1944 - (7.15)
27 April 1944 - (6.35)
29 April 1944 - (7.35)
30 April 1944 - (8.00)
4 April 1944 - (4.50)
5 April 1944 - (6.35)
6 April 1944 - (6.55)
8 April 1944 - (6.45)
9 April 1944 - (6.20)
15 April 1944 - (6.50)
23 April 1944 - (6.40)
1 June 1944 - (6.20)
2 June 1944 - (6.15)
4 June 1944 - (5.35)
5 June 1944 - (2.55)
7 June 1944 - (4.20)
21 June 1944 - (4.45)
22 June 1944 - (5.50)
24 June 1944 - (5.10)
27 June 1944 - (6.25)
29 June 1944 - (4.45)
3 July 1944 - (5.20)
5 July 1944 - (4.50)
7 July 1944 - (5.30)
9 July 1944 - (7.50)
11 July 1944 - (8.15)

Flying Officer Newman has completed 32 sorties during his operational tour as a Navigator. He has at all times shown great skill and determination to complete

his missions and his keenness to obtain the best possible results has to a great extent assured the success of the operations undertaken by his crew. His devotion to duty has been a source of confidence to his crew and a fine example to the squadron.

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NEWPORT, Corporal Melville (R108576) - **Mention in Despatches** - No.405 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 Toronto 19 August 1921; home there; stenographer and book keeper in civil life; enlisted in Toronto 6 June 1941 in trade of Clerk/Accounts. Posted to No.4 BGS, Fingal on enlistment; to Eastern Air Command Headquarters, 1 July 1941; promoted AC1, 6 September 1941; to Equipment and Accounts Training School, St.Thomas, 10 October 1941; to No.1 Equipment Depot, Toronto, 22 November 1941; promoted LAC, 1 January 1942; promoted Corporal, 1 July 1942; to "Y" Depot, Halifax, 12 January 1943; taken on strength of RCAF Overseas Headquarters, 3 February 1943; to No.405 Squadron, 30 April 1943; to Station Gransden Lodge, 10 March 1945; to No.62 Base, 26 May 1945; repatriated to Canada 16 November 1945; released 16 December 1945.

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NEWSOME, S/L George Harvey (C984) - **Air Force Cross** - No.23 EFTS - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Lumsden, Saskatchewan, 11 December 1912 (RCAF Press Release 4907 reporting award) or 10 December 1913 (ancestry website). Attended Queen's University. Appointed Provisional Pilot Officer, 5 June 1939; wings at Camp Borden, 30 October 1939. Instructed in Canada. Promoted Flight Lieutenant, 15 May 1941. To No.14 EFTS, 27 October 1941. To No.11 SFTS, 3 July 1942. Promoted Squadron Leader, 1 September 1942. To No.10 SFTS, 1 October 1942. To No.4 SFTS, 22 November 1942. Posted to AFHQ, 6 May 1943 for attachment overseas, joining directing staff, Empire Central Flying School in UK. To No.23 EFTS, 26 January 1944. Promoted Wing Commander, 1 October 1944. To War Staff College, Toronto, 30 November 1944. To No.10 EFTS, 19 February 1945. To Lachine, 8 April 1945. Reverted to Squadron Leader, 1 October 1946. Promoted Wing Commander, 1 June 1947. Promoted Acting Group Captain, 19 October 1951; confirmed in that rank, 1 January 1953. Postwar postings included AFHQ, London, NATO, Bagotville and Washington. Retired 1970. Died 10 March 2010; buried in Prescott. Had completed 1,620 flying hours to date of recommendation, 715 hours as instructor, 18 hours in previous six months.

This officer, as chief instructor at this school, has commanded the air force personnel with outstanding leadership and ability. The high standard of graduates passing through this school has reflected considerable credit to this officer's capability as a pilot and instructor. Throughout his flying career he has displayed outstanding initiative and devotion to duty.

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NEWSON, S/L William Francis Montgomery (C983) - **Distinguished Flying Cross** - No.408 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, 19 July 1917 (see Canadian Aviation Hall of Fame records) ; home in Edmonton. Enrolled in RMC, 1936 where he graduated in 1939

with a degree in civil engineering. Commissioned 5 June 1939 and received the Sword of Honour at Camp Borden and Trenton. To No.11 (BR) Squadron, 16 March 1940. He then completed a specialist navigator's course. Promoted Flight Lieutenant, 1 May 1941. To No.13 (Operational Training) Squadron, Patricia Bay, 3 October 1941. To Ferry Command, Dorval, 25 July 1942. To RAF overseas, 5 September 1942. To No. 408 Squadron, 16 September 1942. Promoted Squadron Leader, 25 September 1942. Injured when his aircraft was damaged and became a member of the 'Guinea Pig Club' at East Grinstead as told in the book: **As for the Canadians - The Remarkable Story of the RCAF's 'Guinea Pigs' of World War II** by Rita Donovan. Promoted Wing Commander and posted to No.431 Squadron, 26 June 1943. To No.1664 Heavy Conversion Unit, 9 May 1944 where appointed CFI. Promoted Group captain, 5 June 1944. To Station Leeming, 9 June 1944. To No.405 Squadron, 9 October 1944. To Canada via Greenwood, 16 June 1945. To Lachine, 29 July 1945. To Staff College, Toronto, 1 September 1946; reverted to Wing Commander, 1 October 1946; to AFHQ, 1 March 1947 (organizing Air Cadet League); to Station Centralia, 31 May 1949 to be CFI, Centralia; promoted Group Captain, 1 June 1949. To Transport Command Headquarters, Trenton, 5 November 1951. Temporary duty in USA, 18 January 1952 to 28 January 1953 including time at Thule, Isaacson, Washington and Vance Air Force Base. To National Defence College, 31 August 1954; to No.2 Fighter Wing, Grostenquin, 7 October 1955; to staff of No.1 Air Division, 9 July 1957; to Edmonton, 27 June 1959 as CO, Station Namao. Promoted Air Commodore, 1 November 1960. Appointed to command of RCAF Staff College, Toronto, 20 December 1960. To command 36 NORAD Division (Bangor, Maine), 27 August 1964; first member of RCAF to command on US territory). To Allied Forces, Central Europe, 26 August 1968. Retired 19 July 1972. Awarded Queen's Coronation Medal, 23 October 1953 while a Group Captain in Training Command. Wartime photos include PL-21638. Active in Canadian Aviation Hall of Fame. Died 24 March 1988. RCAF photo PL-31645 (ex UK-13583 dated 14 August 1944) is captioned as follows: "Top men of an RCAF Bomber Group base from which the Lion and Squadrons operate, watch from the control tower, the takeoff of a huge four-engined Halifax. Left to right, F/L N.M. Boyd of Sudbury, station flying control officer, Group Captain W.F. Newson, DFC, of Victoria, station commander, S/L Jock Kyles of Powell River, B.C., base flying control officer, and F/O J.Marshall of Calgary, station flying control officer." Photo PL-32598 (ex UK-13720 dated 24 August 1944) shows him at right as King and Queen leave after visit to No.6 Group Base. Photo PL-32602 (ex UK-13716 dated 24 August 1944 taken at the time of a Royal visit to No.6 Group. Photo PL-32396 is wartime portrait. Photo PL-33574 (ex UK-16075 dated 26 October 1944) taken during a Victory Bond sale showing G/C W.F. Newson, LAC Sam Gotolieb (Toronto, general duties airman) and "Sinder", a puppy that had reportedly flown on operations with the Bison squadron.

This officer has completed numerous operational missions and has won the admiration and respect of all the members of his squadron. His aircraft has been twice damaged by anti-aircraft fire but in spite of this he has returned to base on each occasion and effected a safe landing. Squadron Leader Newson is an ideal leader whose courage and devotion to duty have been a fine example.

Recommended when he had flown 18 sorties (117 hours 13 minutes); submission in file 181.009 D.2617 (National Library and Archives RG.24 Volume 20627). Sortie list as follows:

20 December 1942 - Duisburg (4.25)
9 January 1943 - Gardening, Frisians (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 - one attack by enemy aircraft)
 16 February 1943 - Lorient (6.05)
 19 February 1943 - Wilhelmshaven (4.50)
 26 February 1943 - Cologne (5.15)
 28 February 1943 - St. Nazaire (5.40 - searchlights coned)
 5 March 1943 - Essen (4.55 - hit by flak, windscreen cracked)
 8 March 1943 - Nuremberg (9.10)
 9 March 1943 - Munich (9.20 - coned by 40-50 searchlights over target. Hit by flak; attacked by Me.210 near target).
 3 April 1943 - Essen (5.05 - good picture obtained)
 16 April 1943 - Pilsen (9.45 - picture, full moon)
 26 April 1943 - Duisburg (4.40- load brought back - no release)
 30 April 1943 - Essen (5.10 - hit by flak, Wanganui Island)
 19 June 1943 - Le Creusot (7.20 - beautiful, moonlight trip)

NEWSON, W/C William Francis Montgomery, DFC (C983) - **Bar to Distinguished Flying Cross** - No.431 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 15 August 1944 and AFRO 2101/44 dated 29 September 1944.

Wing Commander Newson has shown marked ability both as a squadron commander and as a captain of aircraft on operations. Since the award of the Distinguished Flying Cross he has completed attacks on such targets as Berlin, Magdeburg, Stuttgart and Dusseldorf in a most gallant and efficient manner. His courage, leadership and resolution have set a fine example to all.

NOTE: Public Record Office Air 2/9632 has recommendation by G/C D. Edwards, Commander, RCAF Station Croft, dated 6 May 1944 when he had flown 178 hours ten minutes on operations from England (29 sorties), of which eleven sorties (67 hours) had been since his previous award. The text and sortie list add much to the record of this officer.

No.408 Squadron

20 December 1942 - Duisburg (4.25) -Attacked by enemy aircraft; probable; nose scratched by flak.
 9 January 1943 - GARDENING, Frisians (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) - One attack by enemy aircraft.
 16 February 1943 - Lorient (6.05)
 19 February 1943 - Wilhelmshaven (4.50)
 26 February 1943 - Cologne (5.15)
 28 February 1943 - St.Nazaire (5.40) - Coned
 5 March 1943 - Essen (4.55) - Hit by flak; windscreen cracked.
 8 March 1943 - Nuremberg (9.10)
 9 March 1943 - Munich (9.20) - Coned by 40-50 searchlights over target; hit by flak. Attacked by Me.210 near target.
 3 April 1943 - Essen (5.05)
 16 April 1943 - Pilsen (9.45)

26 April 1943 - Duisburg (4.40)
30 April 1943 - Essen (5.10) - Hit by flak.
19 June 1943 - Le Creusot (7.20)

No.431 Squadron

3 October 1943 - Kassel (6.15)
3 November 1943 - Dusseldorf (5.15)
22 November 1943 - Berlin (7.00)
26 November 1943 - Stuttgart (8.05)
21 January 1944 - Magdeburg (7.35)
6 March 1944 - Trappes (5.10)
23 March 1944 - Laon (6.50)
26 March 1944 - Courtrai (5.25)
20 April 1944 - Lens (5.35)
22 April 1944 - Dusseldorf (5.25) - Coned momentarily on way in; coned five minutes on way out.
27 April 1944 - Montzen (4.25)

Since his association with Bomber Command in August 1942, Wing Commander Newson has displayed the highest qualities, both on operations and as a leader, particularly as Squadron Commander of No.431 (RCAF) Squadron. He has led the squadron from Wellington aircraft to Halifax Mark Vs in September 1943, and recently converted it to Halifax Mark IIIs..

He has, during all this trying period, shown the highest efficiency in operations, and his administrative ability as Commanding Officer of the squadron has marked him as a fearless and inspirational leader. His capacity to get the best out of his men has been done with a devotion to duty deserving of the highest praise.

Since being awarded the Distinguished Flying Cross, this officer has completed eleven sorties as captain of aircraft, which included against most heavily defended enemy targets (Berlin, Stuttgart, Magdeburg, Dusseldorf, etc). On all occasions he has performed his mission in the highest and most gallant manner.

On two occasions, to Berlin and Stuttgart, while still recovering from a wrenched back, he pressed home his attack, though suffering pain throughout.

In addition, Wing Commander Newson has completed 477 hours 40 minutes on Coastal Command (Hudsons) with No.11 (Bomber Reconnaissance) Squadron, Dartmouth, Nova Scotia and No.13 (Operational Training) Squadron, Patricia Bay, British Columbia.

I strongly recommend Wing Commander Newson for a Bat to the Distinguished Flying Cross.

This was minuted on 22 May 1944 by Air Vice Marshal C.M. McEwen, Air Officer Commanding, No.6 Group:

I concur. A very fine officer and squadron commander whose qualities of leadership, resolution and courage have set an example to all. Recommend the non-immediate award of a Bar to the Distinguished Flying Cross.

NEWSON, G/C William Francis Montgomery, DFC (C983) - **Distinguished Service Order** - No.405 Squadron - Award effective 8 September 1945 as per **London Gazette** of 21 September 1945 and AFRO 1704/45 dated 9 November 1945.

This officer has a long and varied career of operational duty. After completing a tour of duty with Coastal Command in Canada he was appointed to command a squadron in this country. He has taken part in many sorties since the award of the Distinguished Flying Cross, many of them in a most important role. The success of a number of sorties, against such heavily defended objectives as Chemnitz and Zweibrucken, has been due in no small measure to his work as master bomber. Group Captain Newson is an outstanding officer who, by his keenness and efficiency, has set a fine example.

Selected Assessments:

"An outstanding officer, above average in both flying ability and professional knowledge. Sword of Honour. Graduate from his PTS. More than the average initiative for an officer of his age. Smart in appearance." (10 July 1940)

"Very efficient type of officer. His flying ability is above the average and he has always set a fine example to the officers serving under him." S/L P.G. Baskerville, No.11 Squadron, 9 June 1941).

"This officer is a good navigator and a good navigation instructor. He is a good, reliable pilot. Good knowledge of drill and service procedure. He is not very energetic and at times shows a lack of interest generally." (S/L Z.L. Leigh, No.13 Squadron, 15 December 1941).

"Outstanding Flight Commander. Very efficient and good leader. Recommend promotion. Make good squadron commander." (W/C W.A. Ferris, 12 January 1943).

"A splendid officer doing excellent work as CO of No.431 Squadron." (A/V/M G.E. Brookes, 4 October 1943).

"This officer is definitely above average but cannot accurately be assessed by the undersigned." (G/C W.P. Pleasance, 27 June 1945, at which time Newson had flown 1,553 hours 55 minutes - 151 hours 20 minutes in previous six months).

"Group Newson has proved himself to be an outstanding squadron commander with a strong personality and a flair for leadership. In my opinion he is fully fitted for promotion to the rank of T/G/C. (G/C G.H. Womersley, overseas, 4 July 1945).

"The quality of W/C Newson's written work has been above the average on the course. He should prove very suitable in any type of staff appointment." (G/C C.L. Annis, Chief Instructor, RCAF Staff College, 21 February 1947). To this, Air Commodore A.D. Ross adds, "I concur. Wing Commander Newson has greatly profited from and contributed to the course. He needs a period of employment at AFHQ to round out his Service experience. A sound and capable officer in all respects."

"Wing Commander Newson for a year has admirably filled the position of Air Cadet Liaison Officer. This is an exacting position, dealing directly as it does with civilians and civilian organisations, notably the Air Cadet League whose high esteem W/C Newson has earned. Abundant tact, energy and sound judgement have characterized his efforts which have contributed much to the notable achievements of the Air Cadet organization in the past year. A fine officer in all respects." (A/V/M C.R. Slemon, AFHQ/AMOT, 27 April 1948).

"Wing Commander Newson has completed a tour of duty as Air Cadet Liaison Officer, a task which calls for a superior degree of energy, initiative and tact. He has carried out these duties to my complete satisfaction. In all his work he has ably upheld the service side of the RCAF - Air Cadet League partnership - and at the same time has gained the complete confidence of the League officials. I consider that he has amply proven his worth as an operational leader, as a station commander in difficult times (Lachine 1945-46) and as a Staff Officer." (Air Commodore J.G. Kerr, AFHQ/AMOT, 5 May 1949). To this the following is added: "Concur in above assessment and remarks. In all respects a fine officer whose high ability, energy, initiative tact and universal popularity have justifiably earned his recent promotion to Group Captain rank." (A/V/M C.R. Slemon, 5 May 1949).

"During the short time that G/C Newson has been Commanding Officer Station Centralia he has performed his duties in an efficient manner." (Air Commodore W.W. Brown, Training Command Headquarters, 15 September 1949).

"Group Captain Newson is one of the outstanding officers of the RCAF. His supervision of and his direction of his subordinates are excellent. In his official duties and in his social life he wins the approval and respect of all persons with whom he comes in contact. He keeps in excellent flying practice, holding a green ticket." (Air Commodore W.W. Brown, Training Command Headquarters, 16 January 1953; concurred in by A/V/M J.G. Kerr).

"For three years this officer has carried the heavy responsibilities of Senior Air Staff Officer Training Command. The success of our training operations is due in no small measure to his efforts." (A/V/M J.G. Kerr, Training Command Headquarters, 10 August 1954).

"Be pleased to have him in his present rank. Be satisfied to have him in next higher rank. Group Captain Newson is thoroughly capable. He took over 2 (Fighter) Wing which had become unruly and is well on his way to making it a disciplined station. If anything, G/C Newson, as Commanding Officer, is probably too severe in his punishment of officers, but not to the point where any difficulty arises. Administration on the station is very good. He is being posted into Air Division Headquarters as SASO and I believe he will turn out a good job of work. I would like to see him stay as station commander longer. This officer has kept himself completely current on jets." (A/V/M H.B. Godwin, No.1 Air Division, 1 March 1957).

"Particularly desire him in his present rank. Be pleased to have him in next higher rank. G/C Newson is completing his tour overseas this summer and has served very successfully during this tour as CO No.2 Wing and for the last two years as SASO Air Division Headquarters. He has a very wide grasp of all the considerable intricacies of operations in the European theatre and he has been most successful in directing our combined operations with other air forces. His position has called for patience, tact and long hours, all of which he has supplied in full measure. Both he and his wife have been fine social assets to our organization and their lively interest in our activities will be missed. During periods of absence of either the Air Officer Commanding or Chief Staff Officer, G/C Newson has stepped into the position and has shown very adequate ability to carry out an Air Commodore's responsibilities. I consider that this officer is ready for increased rank and that he is fully worthy of promotion." (A/V/M L.E. Wray, Air Officer Commanding, No.1 Air Division, 1 March 1959).

As of 31 December 1970 his title at Headquarters, Air Forces Central Europe, was given as "Assistant Chief of Staff, Air Operations - Senior Canadian National Representative". Duties set out as follows: "Responsible for staff functions pertaining to offensive, defensive, reconnaissance and transport air operations in Central Region; assistance to subordinate commands; planning and coordinating of nuclear and conventional air operations; supervision of implementation of combat readiness standards and tactical evaluation criteria; development

of policy and operational control of flying competitions; provide air operations component of AFCENT HQ battle staff; representation on Joint Exercise Planning Staffs.” Major-General Gordon F. Blood, USAF (DCS/Ops and Intelligence, HQ AFCENT) wrote the following Performance Review for the period 1 January to 31 December 1970: “General Newson performs these duties in a superior manner. His knowledge and experience in the employment of air power has contributed immeasurably to the development of plans and concepts of operation for the Air Forces in the Central Region. He has a straightforward approach to problems and speaks his opinions frankly. General Newson efficiently operates the most active section in this headquarters. His efforts have resulted in the development of a conventional war option for Allied Command Europe. He was also responsible for AFCENT reconnaissance, fighter and air defence competitions - with highly significant results of great benefit to this international environment. The Commander-in-Chief, AFCENT, depends upon General Newson’s key decisions during exercises and evaluations of subordinate units. He is a most effective team leader, and I depend upon him to fill my position of Deputy Chief of Staff, Operations and Intelligence, during my absence. He has continually accomplished all of these functions in an outstanding manner. General Newson is an asset to my staff, and I am proud to have him as a member of our seven-nation international team.”

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NEWTON, FS (now P/O) George James (R 50577/C47531) - **Mention in Despatches** - No.160 Squadron (Canada) - Award effective 14 November 1944 as per Canada Gazette of that date and AFRO 2684/44 dated 15 December 1944. Born 7 January 1909. Home in Vancouver; enlisted there as Aero Engine Mechanic, 2 November 19389 Posted 12 January 1940 to Technical Training School, St. Thomas. Promoted AC1, 20 February 1940. Promoted LAC, 1 June 1940. To No.120 (BR) Squadron, 30 June 1940. Promoted Corporal, 15 December 1940. Promoted Sergeant, 1 July 1941. To No.6 (BR) Squadron, 24 July 1941. To Boundary Bay, 24 January 1942. To Sea Island, 3 October 1942. To No.9 BGS, 9 February 1943 to train as Flight Engineer; graduated 2 April 1943). To Vancouver, 17 April 1943. To No.3 Repair Depot, date uncertain. To No.160 (BR) Squadron, 5 May 1943. Promoted Flight Sergeant, 1 July 1943. Commissioned 7 June 1944. With No.11 (BR) Squadron, July to September 1944 before returning to No.120 (BR) Squadron. Promoted Flying Officer, 7 December 1944. To Western Air Command, 12 February 1945; to No.5 OTU, 20 February 1945. To No.6 OTU, 12 September 1945. To Release Centre, 31 October 1945; retired 3 November 1945.

This NCO is a flight engineer of outstanding ability, whose energy and persistence in training new flight engineers has contributed greatly to his squadron's success.

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NEWTON, F/L Jack Frederick (C3193) - **Air Force Cross** - No.6 OTU - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945. Born 9 September 1918. Home in Minett, Ontario; enlisted in Toronto, 3 June 1940., being classified as “Air Instructor” immediately. To Trenton, 3 June 1940. Promoted Sergeant, 26 June 1940. To Rockcliffe, 7 September 1940. Commissioned 1 December 1940 with rank of Flying Officer. Promoted Flight Lieutenant, 15 April 1942. To No.122 Squadron, 2 July 1943. To No.168 (Heavy Transport) Squadron, 15 September 1943. To No.32 OTU, 29 March 1944. To No.6 OTU, 11 September 1944. To Release Centre, 11 September 1945; retired 13 September 1945. RCAF photo PL-2332 shows AC2 C.R. Fletcher (Edmonton, air gunner), J.F. Newton (Minett, Quebec, pilot), H.V. Chase (Vernon, British Columbia, air gunner). As of recommendation he had flown 2,500 hours, 750 hours as instructor, 50 hours in previous six months. AFC sent by registered mail, 18 January 1949.

This officer has been responsible for the exacting instrument and range flying at this unit. The high standard of this type of flying which exists at this station may be fully attributed to this officer's splendid ability and thorough instruction. His flying example, excellent manner and devotion to duty as Captain of aircraft are held in very great regard by all with whom he has served.

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NEWTON, F/L Russell Keith (J11625) - **Distinguished Flying Cross** - Station Sydney (now No.116 (BR) Squadron) - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 18 September 1918. Home in Norwich, Ontario; enlisted in Hamilton, 15 March 1941 when posted to No.1 Manning Depot. To No.5 SFTS (guard duty), 3 May 1941. To No.1 ITS, 3 July 1941. Graduated and promoted LAC, 8 August 1941; posted that date to No.12 EFTS. To No.5 SFTS, 25 September 1941. Ceased training, 9 October 1941 and posted elsewhere. To No.7 AOS, 21 November 1941; graduated 28 February 1942 when posted to No.3 BGS; graduated and commissioned 11 April 1942 when posted to No.1 ANS; graduated 11 May 1942. Promoted Flying Officer, 11 November 1942. To No.10 AOS, 31 August 1942. To Eastern Air Command, 28 February 1943. To No.116 (BR) Squadron, 1 March 1943. Promoted Flight Lieutenant, 4 August 1944. To "Y" Depot, 8 June 1945. To Release Centre, 2 August 1945. Retired 8 August 1945. As of recommendation he had flown 1,232 hours, 799 operational (86 sorties). No citation in AFRO other than "in recognition of valuable services in the air." The following from DHist files:

Flight Lieutenant Newton has achieved an excellent record as navigator on bomber-reconnaissance operations over the North Atlantic. Many difficult anti-submarine patrols have been successfully completed under adverse weather conditions because of his great courage and skill. His able leadership and unswerving devotion to duty have been an inspiration to all aircrew and have been largely responsible for the high degree of efficiency among the navigators in his own squadron.

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NEYVATTE, WO1 (now P/O) Cyril Edward (Can 1806/C24839) - **Mention in Despatches** - No.118 Squadron (Canada) - Award effective 28 May 1943 as per **London Gazette** of that date, **Canada Gazette** dated 2 June 1943, and AFRO 1459/43 dated 30 July 1943. Born in Mount Dennis (Toronto suburb), 13 July 1910. Educated at Toronto Dovercourt, 1916-1920, Kent School, 1920-1924, and Central Technical School, 1925-1926. Home in Toronto where he was a druggist's messenger and a textile finisher. Enlisted in Camp Borden, 3 January 1930. Promoted AC1, 1 April 1931. Promoted LAC, 1 May 1934. Graded as Aero Engine Mechanic, 1 October 1935. Posted from Camp Borden to Trenton, 17 March 1936. Promoted Corporal, 20 May 1938. Promoted Sergeant, 1 April 1939. To No.2 (Army Cooperation) Squadron, 10 October 1939. To Ottawa Air Station with that unit, 1 November 1939. To No.112 (Army Cooperation) Squadron, 16 December 1939. To Station Ottawa, Rockcliffe, 27 January 1940. Promoted Flight Sergeant, 1 August 1940. To No.118 (Fighter) Squadron, 12 January 1941, following it in moves to Annette Island (NCO in charge of seven-man maintenance party that flew with and serviced aircraft en route to Annette Island). Promoted WO2, 1 July 1941. Promoted WO1, 1 June 1942. To No.3 Repair Depot, 30 November 1942. To Aeronautical School of Engineering, Montreal, 1 January 1943. Commissioned 27 March 1943 with rank of Flying Officer in Aero Engineer trade. Attended Officer Training School, Ste. Marguerite, 2 April 1943 to 14 May 1943, placing 31st in a class of 51. To Eastern Air Command, 14 May 1943. Promoted Flight Lieutenant, 1 June 1944. To No.11 (BR) Squadron, 8 August 1944. To Eastern Air Command Headquarters, 28 March 1945. Reverted to Flying Officer, 1 October 1946. To No.9434 Auxiliary Detachment, Dartmouth, 2 January 1947. To Trenton, 29 March 1947.

Promoted Flight Lieutenant, 1 January 1948. To Central Flying School, Trenton, 22 April 1951. To Training Command Headquarters, 3 July 1951. Promoted Squadron Leader, 1 January 1952. To Station Trenton, 5 November 1957. Retired 25 March 1960. Died in Orillia, Ontario, 16 September 1993 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of February 1994.

For the past eighteen months Warrant Officer Neyvatte has been Technical Warrant Officer of this squadron. Due chiefly to his outstanding efforts and devotion to duty the serviceability of the aircraft in his squadron has been kept at a high state of efficiency under extremely difficult conditions. The success of the movement of this squadron from the East to the West Coast was, to a large degree, due to the untiring efforts of this Warrant Officer in continually keeping all of the aircraft airworthy en route.

Originally recommended by Commanding Officer, No.118 Squadron, for an MBE, 23 January 1943 for work as Technical Warrant Officer, No.118 Squadron. Altered to Mention in Despatches, 27 February 1943 at Western Air Command Headquarters:

WO1 Neyvatte came to this Unit two years ago and during the past year and a half has been Technical Warrant Officer in charge of the squadron. Due chiefly to his outstanding efforts and devotion to duty, the serviceability of the aircraft in the squadron has been kept to a high state of efficiency under extremely difficult conditions and with a serious shortage of personnel. The success of the movement of the Squadron from the East to the West Coast was to a large part due to the untiring effort of this Warrant Officer in keeping the 15 aircraft continually airworthy en route. He fully deserves recognition of his services after thirteen years service with the RCAF and I strongly recommend him for the award of the MBE.

Note: Course at School of Aeronautical Engineering was 4 January to 27 March 1943. Courses in Administration and Organization (77.5/100), Engines (41.5/50), Airframes (37/50), Theory and Oral (71.2/100), and marked 168/200 on Personal Assessment. "Widely experienced in engineering, he has shrewd judgment coupled with some operational work. Order of Merit, 9th out of 21."

Injured, 26 August 1944, Dartmouth, during salvage of Hudson 716 at runway intersection. Aircraft was leaking fuel and preparations made to move it and a sling attached to it. Starboard wing had been hoisted by a crane. He was supervising and was walking under the aircraft when the sling collapsed; wing fell, striking him in the back and knocking him over,

Selected Assessments: "An experienced and reliable fitter, very willing and hard working. Good type of airman," (S/L T.A. Lawrence, School of Army Cooperation, Camp Borden, 31 December 1935). Noted he had a good knowledge of rigging, was apprenticed to house wiring, had knowledge of automobile repairs, and was a rough carpenter.

"A reliable and hard working NCO, Outstanding in his ability to deal with men." (Assessment, 4 September 1939)

"An above average fitter. Hard working and resourceful." (Assessed as Aero Engine Mechanic, 11 December 1940).

"Through many years of service Squadron Leader Neyvatte has acquired a wealth of knowledge in the various aspects of his trade which he continually demonstrates. He is an efficient and capable staff officer besides having commendably filled field appointments. During his tour of

duty at TCHQ he has frequently undertaken the duties of SO Maintenance position which he has accomplished very commendably. This officer applies himself diligently and displays initiative in all assignments and undertakings. He plans with foresight and his judgement is considered fair and sound. Squadron Leader Neyvatte possesses a pleasant personality and holds the esteem of all ranks. He is socially sound and sets a high standard at all times. Highly recommended for promotion to Wing Commander rank." (W/C J.S. Jordan, TCHQ/SOMaint, 8 September 1955).

"A mature and highly experienced Aircraft Maintenance Officer, well qualified for his present or any similar station or command position. Of a mild disposition, he nevertheless is able to exercise firm control when necessary. An excellent technical officer in all respects." (W/C W.G. Harvey, Station Trenton, 11 February 1958).

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NICHOLL, WO Arthur (R76180, later J18058) - **Distinguished Flying Cross** - No.214 Squadron - Award effective 31 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO 232/43 dated 12 February 1943. Born 18 February 1916 in Carbonnear, Newfoundland; home in Leamington, Ontario; enlisted in Halifax, 5 November 1940. To Trenton, 22 December 1940. To No.1 ITS, 21 February 1941; graduated and promoted LAC, 31 March 1941 when posted to No.1 AOS; graduated 22 June 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 2 August 1941 when posted to No.1 ANS. To Embarkation Depot, 2 September 1941; to RAF overseas, 21 September 1941. Commissioned 15 June 1943. Promoted Flying Officer, 15 December 1943. Promoted Flight Lieutenant, 1 February 1944. Repatriated 8 June 1945. To Torbay, 13 September 1945; retired 25 September 1945. Presented at Buckingham Palace, 25 May 1943. David Wallace, in e-mail, having consulted Operational Record Book, states his first sortie appears to have been against Emden, 22-23 June 1942 with a Sergeant Lewis. In July he joined the crew of S/L Walter Ronald Nisbett Sturdy, DFC (Canadian in the RAF whose citation for a Bar to his DFC may be referring to the same incidents. None of the Forms 540 and 541 provide any hint to problems on the operation, just time of attack and observations of the attacks. They made two trips to Duisburg, (13-14 July 1943, Stirling BF318, coded BU-H and 24-25 July 1942, Stirling R9148 coded BU-J). The attack on Bremen was 4-5 September 1942 in W7627 coded BU-J. Nicholl was promoted to from Flight Sergeant to Warrant Officer on 1 November 1942. No further mention of Nicholl until 18 February 1943 when he was posted to No.1651 Heavy Conversion Unit. Died in Toronto, 6 January 2010 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2010.

This officer has completed many operational sorties attacking targets in Germany, Italy and Western Europe, displaying superb navigational skill throughout. One night while he was navigator of an aircraft detailed to attack Duisberg, a shell burst in the vicinity and caused the starboard inner engine to catch fire. Despite adverse weather, Warrant Officer Nicholl succeeded in bringing the aircraft back to its base where [the] fire was extinguished. Over Bremen in similar circumstances, though one engine had been put out of action by anti-aircraft fire, Warrant Officer Nicholl directed his captain to the target where the bombs were released. His efficiency as a navigator and his great determination and devotion to duty have been proved on many occasions.

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NICHOLL, F/O Christopher Iltyd Hubert (J28107) - **Distinguished Flying Cross** - No.514 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 22 May 1922 in Winnipeg. Home in Regina; enlisted there 17 July 1942. To No.3 Manning Depot, 31 July 1942. To No.2 BGS (guard), 11 September 1942. To No.2 ITS, 10 October 1942; graduated and promoted LAC, 19 December 1942 but not posted to No.15 EFTS until 23 January 1943; graduated 19 March 1943 and posted next day to No.32 SFTS; graduated and commissioned 9 July 1943. To No.31 GRS, 16 July 1943. To "Y" Depot, 16 October 1943. Taken on strength of No.3 PRC, 31 October 1943. Promoted Flying Officer, 9 January 1944. Repatriated 1 June 1945. Retired 18 July 1945. Placed in Class "A" Reserve, 5 July 1947 from which he was released 3 July 1956. He had, in the interval, been with the Institute of Aero Physics, University of Toronto. His obituary notice subsequently described his career. " After the war he completed his engineering degree at Queen's, and, in 1951, experimental research in Aerophysics for a Ph.D at the University of Toronto. After further post-doctoral research at the University of Cambridge, he was appointed an Assistant Research Officer at the Division of Mechanical Engineering of the National Research Council. In 1956 he was named Associate Professor in the Department of Mechanical Engineering, Laval University. Confirmed in that post, 1960. He was elected by by colleagues to the University Council, 1973. Elected Fellow of the Canadian Aeronautics and Space Institute 1969. Served terms as Commissioner on the Greater Quebec (1963-66) and Eastern Quebec Regional (1973-76) Protestant School Boards. Appointed Principal of Bishops University, 1976. During his ten year tenure, the restrictions imposed on education in the English language by the passage of Bill 101 under the government of René Lévesque led to the emigration from Quebec of a large fraction of the English-speaking population. Nevertheless, by reinforcing liaison with secondary schools in neighboring provinces, Bishop's was able to greatly increase the number and academic quality of matriculants." Died in Fredericton, 28 February 2011. His honours at that time were given as DFC, P.Eng., Ph.D., FCASI, DCL. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9081 has recommendation dated 24 March 1945 when he had flown 40 sorties (214 hours 55 minutes), 28 October 1944 to 11 March 1945.

28 October 1944 - Cologne (4.40)
31 October 1944 - Bottrop (4.40)
2 November 1944 - Homberg (4.25)
5 November 1944 - Solingen (4.45)
6 November 1944 - Coblenz (5.20)
15 November 1944 - Dortmund (4.55)
16 November 1944 - Heinsburg (4.20)
20 November 1944 - Homberg (4.40)
21 November 1944 - Homberg (4.10)
27 November 1944 - Cologne (4.30)

29 November 1944 - Neuss (4.25)
4 December 1944 - Oberhausen (4.10)
5 December 1944 - Hamm (5.00)
6 December 1944 - Merseburg (7.10)
23 December 1944 - Trier (4.05)
27 December 1944 - Rheydt (4.15)
28 December 1944 - Cologne/Gremberg (4.15)
31 December 1944 - Vohwinkel (5.00)
2 January 1945 - Nuremberg (7.10)
5 January 1945 - Ludwigshaven (5.50)
6 January 1945 - Neuss (4.40)
11 January 1945 - Krefeld (4.35)
13 January 1945 - Saarbrücken (6.10)
14 January 1945 - Langendreer (5.10)
16 January 1945 - Wanne Eickel (5.00)
22 January 1945 - Duisburg (4.40)
2 February 1945 - Wiesbaden (5.40)
3 February 1945 - Dortmund-Huckarde (5.05)
8 February 1945 - Hohenbudberg (4.35)
13 February 1945 - Dresden (8.55)
14 February 1945 - Chemnitz (8.05)
16 February 1945 - Wesel (5.15)
20 February 1945 - Dortmund (6.40)
23 February 1945 - Gelsenkirchen (5.25)
28 February 1945 - Gelsenkirchen (5.25)
2 March 1945 - Cologne (5.30)
6 March 1945 - Salzbergen (6.00)
7 March 1945 - Dessau (9.05)
10 March 1945 - Gelsenkirchen (5.20)
11 March 1945 - Essen (5.55)

Flying Officer Nicholl has now completed forty operational sorties as captain and pilot of a four engined heavy bomber aircraft.

A very large number of these sorties have been deep penetrations over enemy territory and against heavily defended targets. At no time has Flying Officer Nicholl been deterred by the difficulties he found and he has always pressed home his attacks, on no occasion returning early in spite of being frequently hit by heavy anti-aircraft fire.

His determination at all times to carry out his orders at all costs has been a very real example to the rest of the squadron and he is recommended for the award of the Distinguished Flying Cross in recognition of his continual devotion to duty.

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NICHOLL, F/O George Freeman (J23154) - **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 August 1916 in Estevan, Saskatchewan. Home in Regina (salesman); served in Royal Canadian Army Service Corps; enlisted in RCAF in Regina 14 August 1940 as Clerk. To No.6 (BR) Squadron, 4 September 1940. Promoted AC1, 14 November 1940. Promoted LAC, 1 April 1941. To No.3 Repair Depot, 8 June 1941. Promoted Corporal, 1 January 1942. Remustered to aircrew and posted to No.4 ITS, 9 May 1943; graduated 3 July 1942 and posted next day to No.2 AOS; to Trenton, 27 August 1942; to No.8 BGS, 26 September 1942; to No.3 AOS, 5 December 1942; graduated and commissioned, 22 January 1943. To "Y" Depot, 5 February 1943. To RAF overseas, 8 March 1943. Promoted Flying Officer, 22 July 1943. Promoted Flight Lieutenant, 30 September 1944. Repatriated 21 January 1945. To No.2 Air Command, 2 February 1945. To Mountain View, 26 April 1945. To No.2 Air Command Headquarters, 14 June 1945. To No.6 Release Centre, 10 September 1945. Retired 17 September 1945. Recalled to service with Western Air Command, 9 August 1946. Retained in postwar RCAF (20166), reverting to Flying Officer, 1 October 1946. To Sea Island, 1 March 1947. To Station Toronto, 18 March 1947. To Northwest Air Command, 18 May 1947. To Central Air Command, 18 July 1947. To No.1 Central Flying Training School, Centralia, 13 September 1947. Qualified as pilot, 21 June 1948. To Air Armament School, 23 June 1948. To Northwest Air Command, 21 September 1948. To No.2 LU (whatever that is), 21 May 1949. To Communications Flight, Edmonton, 28 August 1949. To No.123 Flight, Sea Island, 21 June 1950. Retired 30 September 1952. Photo PL-35143 is a portrait. DFC and Bar presented 21 June 1948. 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 39 sorties (208 hours 23 minutes), 9 August 1943 to 12 September 1944.

* counted as 1/3 sortie

9 August 1943 - NICKEL RAID, Creil (4.00)
29 December 1943 - Berlin (6.40)
20 January 1944 - Berlin (3.10), DNCO
21 January 1944 - Magdeburg (7.20)
15 February 1944 - Berlin (7.15)
1 March 1944 - Stuttgart (7.00)

6 March 1944 - Trappes (4.20)*
7 March 1944 - Le Mans (4.45)*
18 March 1944 - Frankfurt-on-Main (6.00)
22 March 1944 - Frankfurt-on-Main (6.00)
24 March 1944 - Berlin (1.35), DNCO
26 March 1944 - Essen (4.50)
30 March 1944 - Nuremburg (8.15)
19 April 1944 - Tergnier (4.30)*
20 April 1944 - Ottignes (4.15)*
22 April 1944 - Dusseldorf (4.55)
24 April 1944 - Karlsruhe (6.35)
26 April 1944 - Villeneuve St.George (5.10)*
27 April 1944 - Montzen (4.35)*
30 April 1944 - Acheres (4.30)*
1 April 1944 - Malines (3.40)
6 April 1944 - Mantes Gassicort (4.40)
11 June 1944 - Tours (5.07)
15 June 1944 - Lens (3.08)
16 June 1944 - Renesure (2.00)
23 June 1944 - Coubronne (1.46)
24 June 1944 - Mittel Strait (1.44)
27 June 1944 - Oisemont-au-Bois (2.23)
30 June 1944 - Villers Bocage (2.34)
2 July 1944 - Oisemont-au-Bois (2.13)
12 July 1944 - Paris/Vaires (3.03)
15 July 1944 - Nucourt (3.37)
17 July 1944 - Cagny (2.29)
22 July 1944 - Acquet (2.35)
23 July 1944 - Kiel (5.12)
24 July 1944 - Stuttgart (6.58)
25 July 1944 - Stuttgart (7.11)
27 July 1944 - Boissons (3.19)
28 July 1944 - Stuttgart (6.18)
30 July 1944 - Battle area (3.21)
5 August 1944 - Chausse (3.06)
8 August 1944 - Lucheux (2.38)
10 August 1944 - La Pallice (5.13)
13 August 1944 - Falaise (2.38)
16 August 1944 - Stettin (5.13)
18 August 1944 - Bremen (4.48)

12 September 1944 - Frankfurt (5.49)

Flying Officer Nicholl is an outstanding navigator, now on his second tour of operations. He has participated in many raids against such heavily defended enemy areas as Berlin, Bremen and Frankfurt. Throughout his long and varied career he has displayed a keenness for operations and a high sense of devotion to duty which has been a decided factor in influencing not only the successes attained by his crew, but in inspiring confidence in his other fellow comrades.

NICHOLL, F/L George Freeman, DFC (J23154) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945.

Flight Lieutenant Nicholl has proved himself to be most successful and efficient bomb aimer who has now completed two tours of operations. Since the award of the Distinguished Flying Cross he has participated in further attacks against important German targets. He has continued to operate with the utmost determination, courage and devotion to duty.

NOTE: Public Records Office Air 2/9050 has recommendation dated 20 December 1944 when he had flown 52 sorties (255 hours 25 minutes) including 13 sorties (51 hours 40 minutes) since previous award; additional trips and unpublished text as follows:

20 September 1944 - Calais (2.20)
27 September 1944 - Bottrop (3.15)
28 September 1944 - Cap Gris Nez (1.50)
5 October 1944 - Saarbrucken (4.45)
6 October 1944 - Dortmund (4.45)
15 October 1944 - Wilhelmshaven (4.10)
19 October 1944 - Stuttgart (5.15)
30 October 1944 - Cologne (4.15)
2 November 1944 - Dusseldorf (3.55)
11 November 1944 - Dortmund (4.10)
18 November 1944 - Munster (3.45)
20 November 1944 - Coblenz (4.15)
21 November 1944 - Ashaffenburg (5.00)

Flight Lieutenant Nicholl is a highly successful and capable Bomb Aimer who has now completed two tours of operations. He has participated in attacks on such heavily defended enemy areas as Berlin, Stuttgart and Essen. The fine fighting

spirit evinced by this officer, together with his unquenchable spirit and thorough knowledge of his work has contributed greatly towards the fine operational record of his crew. Although of a quiet, cheerful nature, he has invariably remained at his post even though exposed to great personal danger, fully aware that the success of the mission on which engaged depended largely on the performance of his duties. Such a sense of devotion to duty as shown by this officer is highly commendable and in keeping with the traditions of the service.

Public Record Office Air 50/248 has a Combat Report bearing on his career. It involved an action on the night of 28 July 1944; target Stuttgart; Lancaster N/405 (PB229). Crew consisted of F/L L.B. Burnand (RCAF, captain, awarded DFC on 1 December 1944 and later the Bar to DFC), F/O G.G. Tynan (RCAF, navigator, awarded DFC on 1 December 1944), F/O G.F. Nicholl (RCAF bomb aimer, awarded DFC on 1 December 1944); Sergeant C. Cox (RAF, WOP, awarded DFM, 19 January 1945), Flight Sergeant J. Connolly (Mid-Upper Gunner, no award), Sergeant L.J. O'Hanlon (RAF, rear gunner, awarded DFM, 16 January 1945) and Sergeant P.J. McMonagle (RAF, flight engineer, DFM awarded 16 January 1945).

While returning from operations to Stuttgart on the night of 28th July 1944, flying at 16,000 feet altitude on a heading of 240° True and at a position of 48.48 North 08.40 East at 0210 hours, Lancaster "H", Serial No.PB229 of 405 (RCAF)N Squadron was attacked by an enemy aircraft identified by the rear gunner as a Me.410.

Visibility during the encounter was good with no moon and 10/10 cloud below at 7,000 feet.

The rear gunner first sighted the enemy aircraft approaching astern and below at 600 yards range and on calling the pilot found the inter-com to be unserviceable. As the fighter approached to 400 yards the rear gunner opened fire with one long burst of 400 rounds from four guns at the same time calling dive, which was received by the pilot who immediately put the aircraft into a steep dive losing 1,000 feet altitude. The fighter did not press the attack and during the dive and the gunner's burst of fire the range increased to 550 yards after which the fighter broke away on the starboard quarter above at 800 yards range.

No visible damage was sustained by the fighter who did not open fire.

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NICHOLL-CARNE, F/L Thomas Devereux Ison (J27904) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Montreal, 31 May 1923. Home in Pointe Claire, Quebec; enlisted 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 but not posted to No.13 EFTS until 29 December 1942; 6 February 1943 when posted to No.8 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, 1 September 1944. Repatriated 8 December 1944. To No.3 Training Command, 20 December 1944. To Lachine, 15 January 1945. To No.2 Release Centre, 31 May 1945. Retired 2 June 1945. Living in Point Claire as of August 1950. Died in Kingston, Ontario, 25 May 2004. No citation other than completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 30 October 1944 when he had flown 34 sorties (209 hours 40 minutes), 21 June to 25 October 1944.

This officer has shown outstanding captaincy and airmanship throughout his operational tour and has displayed exceptional courage, coolness and determination. On one occasion, while attacking Dortmund, his aircraft was struck by heavy flak and the port outer engine, cockpit and tail plane were holed badly. On an attack on Essen one of his engines caught fire and had to be feathered and he experienced considerable difficulty with another engine. On both occasions he pressed on to the target, bombed successfully and brought his aircraft and crew back safely. His skilful handling of his aircraft under these extremely difficult conditions set a magnificent example to the squadron. Throughout his tour he has shown great devotion to duty and great keenness.

The sortie list was as follows:

21 June 1944 - St. Martin (4.25, second pilot)
23 June 1944 - Gardening (6.55)
24 June 1944 - Gardening (7.25)
26 June 1944 - Gardening (5.55)
27 June 1944 - Gardening (6.20)
18 July 1944 - Wesseling (6.00)
28 July 1944 - Hamburg (5.50)
1 August 1944 - Acquet (4.30)
3 August 1944 - Bois de Casson (5.35)
4 August 1944 - Bois de Casson (5.25)
5 August 1944 - St. Leu d'Esserent (5.40)
7 August 1944 - Mer de Magna (4.40)

8 August 1944 - Foret de Chantilly (5.50)
9 August 1944 - Coulouvilliers (4.15)
10 August 1944 - La Pallice (7.05)
12 August 1944 - Brunswick (6.30)
14 August 1944 - Falaise (4.55)
15 August 1944 - Soesterburg (4.15)
16 August 1944 - Stettin (4.30, duty not carried out)
18 August 1944 - Bremen (6.15)
25 August 1944 - Russelheim (9.30)
6 September 1944 - Emden (4.05)
10 September 1944 - Le Havre (4.35)
12 September 1944 - Dortmund (5.20)
17 September 1944 - Boulogne (4.25)
20 September 1944 - Calais (3.35)
25 September 1944 - Calais (5.05)
26 September 1944 - Calais (5.55)
27 September 1944 - Bottrop (6.45)
28 September 1944 - Cap Gris Nez (3.35)
4 October 1944 - Bergen (6.40)
6 October 1944 - Dortmund (7.00)
19 October 1944 - Stuttgart (7.40)
23 October 1944 - Essen (6.50)
25 October 1944 - Essen (6.05)

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NICHOLLS, Sergeant George Archibald (R60520) - **Mention in Despatches** - No.437 Squadron (AFRO identifies unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 9 May 1918. Enlisted in Calgary, 30 September 1940 for General Duties. To No.11 (BR) Squadron, 26 October 1940. Promoted AC1, 30 December 1940. Promoted LAC, 30 March 1941. Reclassified as Clerk, 1 December 1941 when he reverted to AC1. Promoted LAC, 1 April 1942. To "K", 15 August 1942. To No.123 Squadron, 8 September 1942. To "Y" Depot, 3 December 1943. Taken on strength of No.3 PRC, Bournemouth, 13 December 1943. Promoted Corporal, 1 February 1943. Promoted Sergeant, date uncertain. Repatriated 31 December 1945. Accepted to Interim Force, 28 February 1946. To No.7 Photo Wing, 5 April 1946. To No.426 Squadron, 28 August 1946. Reverts to Corporal in postwar force, 1 October 1946 (21405). Promoted Sergeant, 1 October 1949. Promoted Flight Sergeant, 1 April 1953. Retired 10 February 1968. Died in Calgary, 19 October 2005. DHist file 181.009 D.4855 (RG.24 Vol.20657) has recommendation for BEM dated 9 June 1945; NCO in charge of Orderly Room.

This NCO joined the squadron in November 1944 as NCO in charge Orderly Room; prior to that he served on the continent with BLA [?] Forces from D-Day plus 6, at times working under heavy strain and adverse circumstances. Since joining the squadron Sergeant Nicholls has worked unceasingly to ensure that the administration of the squadron was at the highest level. He has taken an active interest in the welfare of the personnel in the squadron far beyond the normal call of duty. His loyalty is second to none and his utter disregard of self and untiring effort has been an inspiration and example to all persons serving with him.

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NICHOLLS, F/L Herbert Edward (C11933) - **Mention in Despatches** - No.435 Squadron (AFRO gives only "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 28 December 1910. Home in Toronto; enlisted there 5 February 1941 as Clerk and posted to No.1 Manning Depot. To Trenton, 15 April 1941. Promoted AC1, 31 May 1941. To No.6 (BR) Squadron, 3 June 1941. Promoted LAC, 1 October 1941. Promoted Corporal, 1 November 1941. To "AB", 24 January 1942. To No.5 Manning Depot, 12 June 1942. Commissioned 12 June 1942. To No.20 EFTS, 26 June 1942. To Trenton, 10 July 1942. To No.2 Training Command, 22 August 1942. To No.3 WS, 26 August 1942. Promoted Flying Officer, 12 December 1942. To No.11 SFTS, 14 May 1943. To "Y" Depot, 25 July 1943. To United Kingdom, 2 September 1943. Promoted Flight Lieutenant, 12 June 1944. Repatriated 29 January 1946; released 18 March 1946. Public Records Office Air 2/9139 identifies unit and has recommendation for an MBE which was downgraded to MiD.

Flight Lieutenant Nicholls holds the appointment of Squadron Intelligence Officer. Since the formation of this squadron he has distinguished himself by the efficient manner in which he has organized and conducted the Intelligence Section. By his ability, cheerful energy and unflagging devotion to his duties, often under difficult circumstances, he has set an encouraging example to all with whom he has come in contact.

RCAF Press Release, circa May 1945 from "Crampton", transcribed by Huguette Oates, reads:

An encounter with dacoits and the morning appearance outside his window by a six-foot python were among the experiences of F/L H.E. Nicholls of 51 Oriole Parkway, Toronto, Ontario, an officer of the R.C.A.F. Chinthe Squadron which flies Dakotas on the Burma Front.

Nicholls, with an army officer who is A.L.O. with the R.C.A.F. squadron, travelled more than 700 miles throughout the Burma hills and jungles north-east of Mandalay on an inspection tour of supply dropping-zones. At Mandalay, they slept in a ruined bungalow in Fort Dufferin. Once, it had been a Japanese headquarters building. Nicholls awoke one morning to see the head and several feet of python dangling outside his window. He seized his revolver but before he could get in a shot the python whipped quickly over the roof and away.

The two officers travelled by jeep through the jungle. They covered more than 700 miles in nine days. At one point, as they rocked over a boulder strewn road down a steep ravine, they were stopped by a felled tree. Behind it, they saw a number of dacoits, waiting to waylay travellers. Shots fired over their heads by Nicholls and his companion were sufficient to disperse the armed bandits, and soon a bullock-cart train came down the road with coolies aboard who were set to work cutting up the felled tree to clear the way.

Nicholls has become an authority on jungle foods. As one of the officer of the squadron, his job is to distribute information to aircrew on survival in the jungle in case they are shot down. There is no reason why anybody should starve, he says. Among the edible fruits he found during his nine day tour were cabbage palms, papaya, sweet corn, jackfruit and bamboo shoots. In addition to fruit, there are jungle rats, which are eatable. And, believe it or not, he claims that grasshoppers and termites provide good food. The latter, he claims, have a nutty taste.

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NICHOLS, Sergeant Arthur William (R74646, later J17684) - **British Empire Medal** - No.405 Squadron - Award effective 11 February 1943 as per **London Gazette** dated 26 February 1943 and AFRO 513/43 dated 26 March 1943. Name also rendered as Arthur Willard Nichols (see casualty records). Born in Vancouver, 19 December 1912; home there (auto mechanic); enlisted there as Aero Engine Mechanic, 1 October 1940. To Technical Training School, 15 November 1940. Promoted AC1, 22 March 1941. To No.7 SFTS, 26 March 1941. Promoted LAC, 22 June 1942. To "Y" Depot, 12 March 1942. To RAF overseas, 30 April 1942. To No.418 Squadron, 13 June 1942. Promoted Corporal, 1 July 1942. To No.4 School of Technical Training, 18 August 1942. Promoted Sergeant on reclassification as Flight Engineer, 23 September 1942. To No.405 Squadron, 26 September 1942. Commissioned 5 April 1943. Cited with Sergeant R.A. Symes (RAF); incident occurred 26 November 1942. Invested at Buckingham, Palace, 18 May 1943. Killed in action, 21/22 June 1943, Halifax JD124. RCAF photo PL-19540 (ex UK-3951 dated 20

May 1943) taken outside Buckingham Palace after investiture, with Mrs. E.M. Allen (London, on his left) and Mrs, L.E, Roberts (London, on his right).

One night in November 1942, Sergeant Nichols and Sergeant Symes were engineer and pilot, respectively, of an aircraft engaged on anti-submarine patrol duties. On the return journey engine trouble developed and Sergeant Symes was compelled to make an emergency landing. In so doing the aircraft struck a hut and burst into flames. All the crew with the exception of the wireless operator, who was trapped by the legs, managed to extricate themselves. Knowing that the petrol tanks might explode any moment, Sergeants Symes and Nichols re-entered the blazing aircraft and succeeded in extricating the wireless operator. A few seconds later the petrol tanks exploded. The courage and devotion to duty displayed by these Sergeants undoubtedly saved their comrade's life.

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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NICHOLS, F/O John Maxwell (J86553) - **Mention in Despatches** - No.13 OTU - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 3 November 1920, Indian Head, Saskatchewan; home there; enlisted in Regina, 20 May 1941. To No.2 Manning Depot, 4 June 1941. To No.2 ITS, 6 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.19 EFTS; washed out and posted to KTS Trenton, 19 October 1941; to No.6 AOS, 20 November 1941; graduated 1 March 1942 when posted to No.5 BGS; graduated 11 April 1942; promoted Sergeant and posted to No.1 ANS; graduated 11 May 1942. To No.34 OTU, Pennfield Ridge, 31 May 1942; to Y Depot, Halifax, 26 September 1942; embarked 27 October 1942; arrived overseas 4 November 1942; promoted Flight Sergeant, 10 November 1942; to Station Feltwell, 3 December 1942; to No.487 Squadron, 16 December 1942; promoted WO2, 11 April 1943; promoted WO1, 11 October 1943; commissioned 20 May 1944; to No.13 OTU, 20 July 1944; promoted Flying Officer, 20 November 1944. Repatriated 14 May 1945; released in Regina, 28 June 1945. Died in Chilliwack, 24 November 2007. Obituary said he had served in No.140 Wing, which consisted of New Zealand, Australian, and Royal Air Force members, specializing in daylight low-level flying operations. "One of Jack's most memorable missions was in February 1944, Operation Jericho. This mission was to bomb the

walls of the prison in Amiens, France, where 150 French Freedom Fighters were scheduled to be executed. Jack's group was first over the target, dropping their bombs from an altitude of 12 feet! The mission was successful, with most resistance members escaping and being hidden by sympathizers. In all, Jack was involved in 45 operations during his years in the Royal Canadian Air Force." See also entry for John Lefroy McCaul for a relevant Press Release. No citation for award.

On a form dated 2 February 1945 he claimed one tour (45 sorties, the last on 5 July 1944, totalling 130 operational hours) plus 350 non-operational hours; his last operational squadron had been No.487 and his non-operational work had been as a Gee Instructor. He gave his flying times as Ventura (200), Mosquito (150) and Anson (130 hours). However, another form dated 29 December 1945 (application for postwar RCAF) gave the following: non-operational (single engine) hours, 27.45; non-operation (multi-engine), 536.15; operational (multi-engine) 144.10. Types flown as follows: Anson: 237.15; Battle: 27.45; Ventura: 216.40; Mosquito: 216.30.

On posting from No.13 OTU he was described as:

A good officer and instructor who has always carried out his duties in a satisfactory manner.

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NICHOLS, Sergeant Maurice (R53090) - **Mention in Despatches** - No.62 Base - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Home in Toronto; enlisted there 6 November 1939 as Aero Engine Mechanic. To Trenton, 25 November 1939. Promoted AC1, 29 February 1940. Promoted LAC, 1 June 1940. Promoted Corporal, 15 December 1940. To "Y" Depot, 16 March 1942. To RAF overseas, 30 April 1942. Promoted Sergeant, 1 July 1942. Repatriated by air, 18 June 1945. To No.4 Repair Depot, 19 June 1945. To Scoudouc, 19 June 1945. To Halifax, 30 August 1945. Retired 4 September 1945. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has list of MiDs this date with unit. DHist file 181.009 D.1722 (PAC RG.24 Vol 20606) has recommendation dated 3 February 1945. NCO in charge of Base Servicing Echelon Power Plant Shop; 30 months in Canada, 33 months in UK.

During the summer months exceptionally heavy flying commitments built up a very large backlog of unserviceable engines in Sergeant Nichols' department. He was able to re-organize his section and not only eliminate the backlog but also obtain a greatly increased output of engines from his shop which is now one of the best of its kind in Bomber Command. Sergeant Nichols is an outstanding NCO.

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NICHOLSON, Sergeant Bruce Wellington (Can 2372A) - **British Empire Medal** - Station East Moor) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 7 December 1919 in Lethbridge, Alberta (RCAF press release 4910 announcing award; pay card gives date of birth as 9 December 1919). A member of the Seaforth Highlanders in 1937-1938. Home in Vancouver; enlisted there 10 January 1939 with No.111 (Coastal Artillery Cooperation) Squadron. Classified on 17 October 1939 as Armament Assistant. Promoted LAC, 10 January 1940. Promoted Corporal, 1 January 1941. To No.3 (Coastal Artillery Cooperation) Flight, 8 February 1941. To No.6 (BR) Squadron, 4 August 1941. To Alliford Bay, 7 January 1942. Promoted Sergeant, 1 April 1942. To Sea Island, 15 April 1942. To "Y" Depot, 9 March 1943. To RAF overseas, 27 March 1943. Promoted Flight Sergeant, 1 November 1944. Repatriated via Debert, 19 June 1945. To Scoudouc, 9 October 1945. To Eastern Air Command Headquarters, 9 December 1946. Remained in postwar RCAF (20838, reverted to Sergeant on 1 October 1946); promoted WO2, 1 August 1951. Awarded Queen's Coronation Medal, 1953. Promoted WO1, 1 October 1953. Commissioned 5 January 1954 in rank of Flying Officer. RCAF photo PL-43019 (ex-UK-19885 dated 22 March 1945) has following caption: "A bit of chalk and the bombs at a station of the Canadian Bomber Group in Great Britain put across an effective message for the 8th Victory Loan. Flight Sergeant B.W. Nicholson of Vancouver has chalked up the significant remark, 'the 7th bought these but we need more.' Watching him is LAC J. St. Arnaud of Ottawa. Both men are serving at the station home of the Leaside and Swordfish Squadrons." DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 2 September 1944.

This NCO has for many months been in charge of the Bomb Dump and explosive stores. During this period, and particularly under the trying conditions since "D" Day, this NCO showed a high degree of skill in organizing his men and in maintaining their morale when they were heavily overworked. He has shown outstanding devotion to duty and a sincere interest in maintaining a high standard of efficiency in his section.

[signed by base Senior Administrative Officer, signature illegible].

For many months this NCO has occupied a position of great responsibility in the bombing up and arming of aircraft. Through his skill in organising work and allocating personnel under his control, he has contributed very materially to all operations. For three months his section has been greatly taxed and many times overworked and, through his personal example and devotion to duty and

interest in his section, he has made it one of the most efficient sections on the station.

[signed by G/C H.H. Rutledge, CO Base Eastmoor].

NOTE: Public Records Office Air 2/9040 has citation as refined for Air Ministry Honours and Awards Committee:

This airman has been, for many months, in charge of the Bomb Dump and explosive stores. During this period, and particularly under the trying conditions since D Day, he has shown a high degree of skill in organizing his men and in maintaining their morale when they were heavily overworked. He has shown outstanding devotion to duty and a sincere interest in maintaining a high standard of efficiency in his service.

NICHOLSON, Sergeant Bruce Wellington (Can 2372) - **Mention in Despatches** - Station Eastmoor (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. No published citation. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has MiD recommendation dated 31 July 1944. It gives date of enlistment as 21 September 1939, Canadian service 43 months, overseas 15 months.

Sergeant Nicholson as Non-Commissioned Officer in charge of the Station Bomb Dump has maintained an extremely efficient section. On so many occasions when this section has been called on, at all hours of the day, for operational requirements, he has always set an example to his personnel by pitching in and getting the job completed.

* * * * *

NICHOLSON, F/L David (C11167) - **Member, Order of the British Empire** - No.2 Air Command Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Fifeshire, Scotland, 18 May 1898 as per RCAF Press Release reporting award. Educated in Fife and Dundee. Police constable and detective for Winnipeg Police Commission. Enlisted in Winnipeg, 10 April 1942 (commissioned that date) and posted to No.1 Manning Depot. To Trenton, 24 April 1942. Promoted Flying Officer, 12 August 1942. To No.3 BGS, 18 August 1942. Promoted Flight Lieutenant, 15 May 1943. To No.4 SFTS, date uncertain. To No.3 BGS again, 31 October 1944. Promoted Squadron Leader, 1 April 1945. To No.2 Training Command Headquarters, 6 April 1945. To No.5 Release Centre, 7 November 1945. Retired 9 November 1945.

This officer has given exceptionally meritorious service as Service Police Investigating Officer. His tact and efficiency in handling the most difficult assignments have been directly responsible for improved discipline and the high reputation of Royal Canadian Air Force personnel in No.2 Air Command. His service spirit and conduct have provided an example for all ranks. Throughout his services his devotion to duty has been of a very high order.

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NICHOLSON, Corporal Donald Malcolm (R92422) - **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 425/45 dated 9 March 1945. Born in Ninette, Manitoba, 22 June 1907. Home in Killarney, Manitoba (postwar in Haney, British Columbia). Educated at Kelvin High School (Winnipeg) and University of Manitoba School of Business. Was prospecting in Butte, Montana before the war. Enlisted in Vancouver, 3 March 1941 as Armourer and posted to No.1 Manning Depot. To Air Armament School, Trenton, 4 April 1941. To Air Armament School, Mountain View, 23 April 1941. Promoted AC1, 30 June 1941. To No.7 BGS, Paulson, Manitoba, 1 July 1941. Promoted LAC, 1 October 1941. To Patricia Bay, 11 December 1941. To "Y" Depot, 11 February 1942. To RAF overseas, 27 February 1942. Disembarked in Britain, 9 March 1942. To No.408 Squadron, 3 April 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 April 1943. To No.433 Squadron, 25 September 1943. To No.63 Base, 9 September 1944. Repatriated via Debert, 23 July 1945. Retired 25 August 1945. Died in Maple Ridge, British Columbia, 8 December 1985 as per British Columbia Vital Statistics. DHist file 181.009 D.2908 (RG.24 Vol.20633) has recommendation sent to Station Skipton, 20 July 1944, confirming he had enlisted in Vancouver, 3 March 1941; had served eleven months in Canada, 28 months overseas. Armourer (Bombs).

This Non-Commissioned Officer has been with the squadron since its inception and has proven a tower of strength since the formation of the Armament Section. At all times and particularly on operation days, his drive and energy has proven a great inspiration to the bombing teams in preparing and ensuring that all aircraft are ready for operations with time to spare.

NICHOLSON, Sergeant Donald Malcolm (R92422) - **British Empire Medal** - Skipton-on-Swale - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations dated 15 June 1945 identifies unit.

Notes: Given 72 hours detention for an incident at No.7 BGS, Paulson, 14 October 1941 - "Neglected yo obey an order that he, after being warned that there was a live round in a VGO

gun that had a stoppage, allowed the said gun to be despatched to Armament Work Shop with a live round in the breach contrary to paras 3 and 4 of Armament Truck Order, Sec.11, AFA.:

Assessed 2 December 1944 - "A hard working, keen individual - will make a very good senior NCO." (F/L D.C. Brazier Skipton).

Assessed 21 March 1945 - "An outstanding NCO. For past four months has been NCO in charge 433 'A' Flight and has immeasurably improved its efficiency. Commands the respect of all who work with him." (F/O G.N. Harrison, Station Skipton).

Delivery of his BEM was a problem; as of December 1955 he declined to attend an investiture scheduled for July 1956, and at length (4 October 1956) steps were set in motion to mail it to him with "an appropriate letter signed by His Excellency the Governor-General."

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NICHOLSON, Corporal George Frederick (R150953) - **British Empire Medal** - No.22 Sub RD - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 28 July 1912 (birth date in obituary notice). Home in Saskatoon; enlisted in Edmonton, 13 March 1942 as Tradesman and posted to No.1 Manning Depot. Reclassified as Armourer (Bombs) and posted to Mountain View, 9 May 1942. Promoted AC1, 15 June 1942. To Patricia Bay, 16 June 1942; promoted LAC, 1 January 1943. Promoted Corporal, 1 May 1943. Posted to No.3 Repair Depot, 30 September 1943. To Sea Island, 8 December 1944. To No.22 Sub-Repair Depot, 16 January 1945. To No.18 SFTS, 8 August 1945. To No.2 ACU, 16 September 1945. To No.7 Release Centre, 18 November 1945; released 22 November 1945. Died 24 March 1967 as per DVA letter of 30 March 1967.

This airman has invariably displayed energy and persistence beyond all normal requirements of duty. He has assisted in designing new equipment which has been successfully used for training purposes, and is worthy of highest praise for his continued reliability and enthusiasm of effort.

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NICHOLSON, FS James Allen (Can 2460) - **British Empire Medal** - No.2 FIS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Moose Jaw, Saskatchewan, 10 August 1917. Educated in Calgary, and Vancouver. Member of Cadet Corps, Alberta Military Institute, Calgary, 1930-1933. Previous service with 68th Battery, Canadian Field Artillery (13 December 1934 to 12 February 1936) and Seaforth Highlanders (13 February 1936 to June 1938). Policeman in civil life. Enlisted at Vancouver, 10 June 1938 as

Fitter (Aero Engines) and posted to Technical Training School, Camp Borden, proceeding by rail. Graded as Fitter "C", 20 March 1939. Promoted AC1, 29 April 1939. Graded as Aero Engine Mechanic "C", 1 October 1939. Graded as Aero Engine Mechanic "B" and promoted LAC, 13 October 1939. Posted from Camp Borden to Trenton, 20 January 1940 (move of Central Flying School). Promoted Corporal, 1 February 1940. Promoted Sergeant, 14 October 1940. To No.3 Repair Depot, Vancouver, 12 December 1941. To No.2 Flying Instructor School, Vulcan, 4 August 1942 (unit moved to Pearce, Alberta, April 1943). Promoted Flight Sergeant, 1 March 1943. To No.17 SFTS, Souris, Manitoba, 21 January 1945. To Composite Training School, Toronto, 28 February 1945. Taken on strength of No.6 Repair Depot, Trenton, 2 April 1945. Reverted to Corporal, 1 October 1946 in trade of Aero Engine Technician. Attended Vampire MTCE course, Camp Borden, 15 November to 10 December 1948 (placed third in a class of seven; examined on Goblin II engine and scored 92 percent). Promoted Sergeant, 1 April 1949. To Station Greenwood, 15 November 1949. To No.404 (Maritime) Squadron, 8 May 1951. To No.2 (Maritime) OTU, 16 July 1951. To Station Trenton, 13 August 1951, serving at Air Armament School. Promoted Flight Sergeant, 1 October 1952 at which time reclassified as Air Material Superintendent. To Station Portage la Prairie, 2 April 1953. Transferred internally to No.2 FTTU, Portage la Prairie, 1 August 1953. To No.8 FTTU, MacDonald, 23 February 1954. Promoted WO2, 1 April 1956. Commissioned 1 April 1957 with simultaneous promoted to Flying Officer classified now as Technician/Aircraft). To Station Saskatoon, 25 June 1957 (Aircraft Repair Officer). To Station Camp Borden, 29 May 1960. From April 1961 forwards he was working in the Instrument and Electrical Department, Airborne Electronic School where he was described as "a quiet, conscientious officer who applies himself diligently to all tasks." Promoted Flight Lieutenant, 1 July 1961. Died of natural causes (lung cancer), Toronto Military Hospital, 19 March 1962.

This non-commissioned officer is in charge of the Repair Squadron at this unit and it is very largely owing to his keenness and qualities of leadership that this section has operated so efficiently and smoothly during the past fourteen months. He has at all times been a source of inspiration and an excellent example to junior airmen, always assisting them in every possible manner to become more efficient and capable in their trade.

Note: First recommended for BEM, 12 July 1944 by S/L W.E. Jamison, No.2 Flying Instructor School. The text was practically identical to that shown above. G/C J.B. Harvey added his own remarks on 13 July 1944:

As senior Non-Commissioned Officer in Maintenance Wing, Flight Sergeant Nicholson has shown outstanding qualities of leadership and understanding. He has inspired all personnel under him to give their best to the war effort. He stands out unmistakably both as an NCO and in personal qualities.

This was endorsed on 21 August 1944 by A/V/< G.R. Howsam (Air Officer Commanding, No.4 Training Command) but it did not reach the Priority List for New Year 1945 honours.

Assessments: His record was one of laudatory assessments from start to finish, of which the following are examples:

Sergeant Nicholson is an asset as an NCO. His quiet nature, courtesy and thoroughness in performance of technical and service duties, inspires confidence and respect by all ranks. He has a thorough theoretical and practical knowledge of all aspects of his trade as well as being exceptionally outstanding and versatile in practical ability. His service experience embraces a sound knowledge of most types of RCAF aircraft. He is financially sound. (F/L J.S. Jordan, No.6 Repair Depot, 16 May 1949).

This Warrant Officer has been promoted to his present rank in the last six months. He has shown his ability to handle this added responsibility and is a very good Warrant Officer. He was previously employed as an instructor and while in charge of the FTTU showed good administrative ability. His family, social and financial affairs are maintained at a high standard. He is recommended for commission. (F/L G.E. Thomas, Station Macdonald, 5 June 1956.)

For the past three years, this officer has been the Aircraft Repair Officer. In this capacity, he is doing an excellent job. Having a wide and thorough knowledge of his trade, he makes sound decisions, and has the ability to obtain the most from his manpower and equipment resources. He is respected by all and has proven a bulwark in the Maintenance Wing Organization. He has no convictions and is not easily swayed. Having good leadership qualities, and acting as Station Aircraft Engineering Officer on many occasions, he has all the capabilities and necessary attributes of accepting responsibilities of the next higher rank. (F/L W.F. Balfour, Station Saskatoon, May 1960)

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NICHOLSON, S/L John (C2905) - **Mention in Despatches** - Station Patricia Bay - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Edinburgh, Scotland, 7 March 1898 (birth date in obituary notice). RAF service at Aero Engine Fitter, 16 April 1918 to 20 March 1919. Enlisted in RCAF, Vancouver, as aero engine mechanic, 14 May 1928; promoted AC1, 1 August 1928. Promoted LAC, 1 December 1928. Promoted Corporal, 1 June 1929. Promoted Sergeant, 1931. During his time at Vancouver he was often

granted crew (flying) pay indicating participation in flying operations. Typically, these included dates 27 August to 9 September 1928; 2 September to 9 October 1929 (in Queen Charlottes, 3-10 September 1929), 15-28 January 1930, and 16 February to 1 March 1930, 30 July to 12 August 1930, and 13-19 October 1931. To Station Trenton, 26 July 1932. To Station Camp Borden, 28 May 1937, instructing in Technical Training School. Promoted Flight Sergeant, 15 November 1937 with seniority from 1 April 1937; promoted WO2, 1 September 1939. To St. Thomas, 11 October 1939; to No.5 Equipment Depot, 6 March 1940; to No.13 Technical Detachment, 20 July 1940. While in Vancouver he was commissioned in the Aero Engineer Branch, 15 October 1940; promoted Flight Lieutenant, 23 December 1940; to Western Air Command Headquarters, 15 April 1941; to No.149 Squadron, 15 July 1943, serving there to 30 November 1943; to Station Terrace, 1 December 1943, Promoted Squadron Leader, 1 February 1944; to Patricia Bay, 31 March 1944; to No.22 Sub-Repair Depot, 3 July 1945, serving there to 1 December 1945; to Sea Island, 1 December 1945. To AFHQ, 16 March 1946, Retired 8 September 1947. Died in Vancouver, 28 December 1978.

This officer performed noteworthy service as a trade test officer in Western Air Command for over two years. Because of his outstanding efficiency he was sent to Patricia Bay as aeronautical engineer and there he has displayed ability, thoroughness and a spirit of co-operation that has been an example to all with whom he has come in contact.

Notes: Throughout his career he was assessed very highly. On 31 December 1934. W/C G.O. Johnson described him as "A very efficient NCO, a keen and conscientious worker. Has a thorough knowledge of his trade and applies it well." At the same time it was noted that he was a welder, had much electrical engineering experience, and was a good rifle shot (competed in Dominion Rifle Shoots).

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NICKEL, P/O Lloyd Dennis (J92434) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 16 January 1923 in Eatonia, Saskatchewan. Home in Waldheim, Saskatchewan (clerk); enlisted in Toronto, 2 November 1942. Granted Leave Without Pay until posted to No.1 Manning Depot, 28 February 1943. To No.1 SFTS, 14 May 1943. To No.23 Pre-Aircrew Education Detachment, 30 May 1943. To No.1 Air Gunner Ground Training School, 25 June 1943. Promoted LAC and posted to No.9 BGS, 7 August 1943; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Commissioned 16 November 1944. Repatriated 1 February 1945. To No.7 BGS, 10 April 1945. Promoted Flying Officer, 16 May 1945. To No.6 Release Centre, 4 July 1945. Retired 10 July 1945. Presented 18 June 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 22 December 1944 when he had flown 54 sorties (190 hours), 28 May to 18 December 1944.

28 April 1944 - Mardick
31 April 1944 - Montcouple
5 June 1944 - Longues
7 June 1944 - Foret de Cerisy
15 June 1944 - Lens
16 June 1944 - Renescure
23 June 1944 - Coubroune
24 June 1944 - Middel Straete
27 June 1944 - Oisemontneuvill Bois
2 July 1944 - Oisemontneuvill Bois
6 July 1944 - Calquerean
7 July 1944 - Caen
16 July 1944 - St.Philibert
18 July 1944 - Mont Cagny
20 July 1944 - Montcandon
22 July 1944 - L'Hey
23 July 1944 - Kiel
23 July 1944 - Foret du Croc
25 July 1944 - Stuttgart
28 July 1944 - Hamburg
30 July 1944 - Caen
1 August 1944 - Le Nieppe
3 August 1944 - Trossy
5 August 1944 - Acquet
7 August 1944 - TOTALIZE
9 August 1944 - Pourville
12 August 1944 - Russelsheim
15 August 1944 - Volkel
16 August 1944 - Stettin
18 August 1944 - Connantre
25 August 1944 - Brest
26 August 1944 - Kiel
15 September 1944 - Kiel
17 September 1944 - Boulogne
20 September 1944 - Calais

23 September 1944 - Calais
25 September 1944 - Calais
27 September 1944 - Bottrop
6 October 1944 - Dortmund
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
31 October 1944 - Cologne
2 November 1944 - Dusseldorf
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
16 November 1944 - Duren
18 November 1944 - Munster
21 November 1944 - Sterkrade
27 November 1944 - Frieberg
4 December 1944 - Urst
5 December 1944 - Soest
12 December 1944 - Essen
18 December 1944 - Duisburg

Pilot Officer Nickel has taken part in 54 bombing attacks on the enemy as an Air Gunner and by his cheerful demeanour, reliability and efficiency, has proved a very valuable member of the squadron. By his determination to operate on all possible occasions and his coolness under the heaviest fire, he has gained the complete confidence of his crew.

Pilot Officer Nickel continues to show the same fine spirit and, in recognition of his services he is recommended for the non-immediate award of the Distinguished Flying Cross.

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NICKEL, S/L William Hodgson (J12774) - **Distinguished Flying Cross** - No.644 Squadron - Award effective 8 August 1945 as per **London Gazette** dated 17 August 1945 and AFRO 1507/45 dated 28 September 1945. Born 24 March 1915. Home in Hamilton. Enlisted in Toronto, 7 August 1941. Posted that date to No.12 Equipment Depot. To No.3 ITS, 10 November 1941; graduated and promoted LAC, 2 January 1942 when posted to No.17 EFTS; to No.6 SFTS, 28 March 1942. Graduated and commissioned, 17 July 1942. To No.1 GRS, 31 July 1942; to No.36 OTU, 9 October 1942. Promoted Flying Officer, 17 January 1943. To No.5 Manning Depot, 5 May 1943. To overseas, 9 June 1943. Promoted Flight Lieutenant, 17 July 1944. Repatriated 2 August 1945. Retired 25 September 1945. Rejoined 10 September 1946 with rank of Squadron Leader.

Reverted to Flight Lieutenant, 1 October 1946 (19859). Promoted Squadron Leader, 1 January 1951. Still in RCAF as of 1954. Shown in RCAF photo PL-33010 (ex UK-15688 dated 18 September 1944).

Squadron Leader Nickel has participated in all the airborne operations in the Western European theatre of war including Normandy, Arnhem and the Rhine crossing. All these operations involved the towing of gliders and on each occasion this officer brought his glider to the landing drome and successfully released it. He has proved to be a courageous and determined captain of aircraft and an inspiring flight commander.

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NICKERSON, S/L George Edward (J13067) - **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 2 October 1912 in Kenora, Ontario; home there. Enlisted as Fabric Worker, 20 October 1939. To St.Thomas, 11 December 1939. Promoted AC1, 29 February 1940. To No.4 Repair Depot, 17 June 1940. Promoted LAC, 1 January 1941. Remustered to aircrew and posted to No.3 ITS, 6 December 1941, reverting to AC2. Graduated and promoted LAC, 30 January 1942; to No.12 EFTS, 1 February 1942; to No.5 SFTS, 11 April 1942. Graduated and commissioned, 31 July 1942. To No.1 Flying Instructor School, 23 August 1942. To No.16 SFTS, 15 October 1942. Promoted Flying Officer, 15 January 1943. To "Y" Depot, 27 June 1943. To United Kingdom, 20 July 1943. Promoted Flight Lieutenant, 1 July 1944. Promoted Squadron Leader, 1 September 1944. Repatriated 18 June 1945. To Debert, 19 June 1945. To No.434 Squadron, 11 August 1945. Retired 5 September 1945. Rejoined, retaining rank of Squadron Leader, 10 May 1946. To Trenton, 12 May 1946; to No.1 Air Command, 13 August 1946; postwar RCAF number was 17753. To Air Armament School, 28 October 1946. To No.1 Flying Training School, 18 March 1947. To Centralia, 1 April 1947. To Air Armament School again, 1 October 1946. To Staff College, Toronto, 3 September 1948. To Tactical Air Command Headquarters, 27 June 1949. Promoted Wing Commander, 1 September 1951. To No.2 Advanced Flying School, 8 December 1952. To No.3 (All-Weather) OTU, 2 February 1953. To No.445 Squadron, 1 April 1953. W/C Nickerson (CO of No.445 Squadron) and F/L K.M. Eyolfson, DFC, killed 10 November 1953 in crash of a CF-100. RCAF photo PL-33538 (ex UK-16083 dated 26 October 1944) has the following caption: "W/C A. Blackburn of Glasgow and Aylsford, Nova Scotia, left, commanding officer of the Bluenose Squadron, who has just returned from Duisburg in the Ruhr, is interrogated by a recently appointed flight commander in the crack RCAF Bomber Group, Squadron Leader N.G.E. Nickerson of Fort William and Kenora." 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 10 December 1944 when he had flown 35 sorties (172 hours 25 minutes), 18 February to 27 November 1944.

Squadron Leader Nickerson has successfully completed a tour of operations totalling thirty-five operations. Throughout his tour he has set an example of skill, gallantry and devotion to duty of a very high order. He has recently been employed as a most efficient Flight Commander and as such has set a sterling example to all in the squadron, inspiring his pilots with the utmost confidence. He has played a large part in the training of new crews and the success of his unit is in no small measure due to him.

The sortie list was as follows:

18 February 1944 - sea search (5.40, second pilot)
31 May 1944 - Lowbringham (3.05, second pilot)
4 June 1944 - Calais (3.55)
14 June 1944 - Cambrai (4.50)
15 June 1944 - Boulogne (4.05)
21 June 1944 - Oisemont (4.45)
24 June 1944 - Bonneville (4.20)
25 June 1944 - Gorenflos (4.15)
27 June 1944 - Wizernes (4.05)
1 July 1944 - Biennais (4.20)
4 July 1944 - Biennais (4.25)
5 July 1944 - Biennaid (3.45)
9 July 1944 - Mont Candon (4.25)
12 July 1944 - Bremont (4.55)
18 July 1944 - Vaires (4.50)
28 July 1944 - Hamburg (5.45)
1 August 1944 - Acquet (4.25)
4 August 1944 - Foret de Nieppe (4.10)
5 August 1944 - St. Leu d'Esserent (5.05)
7 August 1944 - La Hogue (4.40)
9 August 1944 - Labrequet (4.25)
10 August 1944 - La Pallice (6.45)
12 August 1944 - Brunswick (5.40)
14 August 1944 - Falaise (5.00)
15 August 1944 - Soesterburg (3.50)
16 August 1944 - Kiel (5.50)
27 August 1944 - Mimomecques (3.45)
28 August 1944 - Ferfay (3.40)

31 August 1944 - St. Malo (5.15)
15 September 1944 - Kiel (6.35)
20 September 1944 - Calais (3.30)
27 September 1944 - Sterkrade (5.25)
6 October 1944 - Dortmund (7.10)
28 October 1944 - Cologne (4.50)
6 November 1944 - Gelsenkirchen (5.15)
27 November 1944 - Neuss (5.45)

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NICKLEN, FS (now P/O) Donald James (R181070/J90187) - **Distinguished Flying Medal** - No.420 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 22 September 1919 in Dorking, Surrey. Home in Vernon, British Columbia (ticket clerk); enlisted Vancouver, 28 July 1942. Granted Leave Without Pay until 12 September 1942 when posted to No.3 Manning Depot. To No.4 SFTS (guard), 23 November 1942. To No.7 ITS, 20 February 1943; graduated and promoted LAC, 30 April 1943; to No.2 AOS, 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 2 September 1944. Promoted Flying Officer, 2 March 1945. Repatriated 16 November 1945. To No.10 Repair Depot, 24 November 1945. To No.7 Release Centre, 7 January 1946. Retired 10 January 1946. Worked for Canadian National Railways, retiring as an executive in 1984. Died in Chilliwack, 20 August 2009. Presented 13 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 (National Archives RG.24 Vol.20607) has recommendation dated 11 October 1944 when he had flown 33 sorties (162 hours five minutes) in tour from 21 June to 9 October 1944.

Flight Sergeant Nicklen, as navigator in Pilot Officer Tease's crew, displayed throughout his tour, most skilful navigation and coolness and resourcefulness in action. His ability to make instant decision in emergency, his full and complete use of all navigational aids and his cheerful courage under the stress of operations were highly instrumental in the many successful sorties carried out by his crew. In recognition of this NCO's fine record of achievement and a strong sense of duty, it is recommended that he be awarded the Distinguished Flying Medal.

The sortie list was as follows:

21 June 1944 - St. Martin (4.45)

23 June 1944 - Bientques (3.45)
24 June 1944 - Bernieres (4.25)
27 June 1944 - Foret d'Eauvry (3.50)
12 July 1944 - Thiverney (4.55)
15 July 1944 - Nucourt (5.00)
17 July 1944 - Caen area (3.55)
20 July 1944 - Ferme de Foretel (3.50)
24 July 1944 - Ferfay (4.05)
25 July 1944 - Stuttgart (4.30)
28 July 1944 - Hamburg (6.15)
31 July 1944 - Ooeuf de Ternois (4.25)
3 August 1944 - Foret de Nieppe (4.25)
4 August 1944 - Bois de Cassan (4.15)
5 August 1944 - St. Leu d'Esserent (5.20)
7 August 1944 - La Hogue (5.00)
8 August 1944 - Foret de Chantilly (4.50)
9 August 1944 - Foret de Nieppe (4.10)
12 August 1944 - Foret de Montrichard (5.55)
14 August 1944 - Bons Tassily (4.15)
15 August 1944 - Brussels/Melsbroek (3.30)
18 August 1944 - Connantre (6.35)
27 August 1944 - Marquis de Mimoyceques (3.55)
10 September 1944 - Le Havre (4.35)
11 September 1944 - Castrop Rauxel (5.40)
13 September 1944 - Osnabruck (4.35)
15 September 1944 - Kiel (5.35)
16 September 1944 - Boulogne (4.00)
25 September 1944 - Calais (4.00)
26 September 1944 - Calais (4.30)
27 September 1944 - Bottrop (5.10)
30 September 1944 - Sterkrade (5.05\)
4 October 1944 - Bergen (6.40)
9 October 1944 - Bochum (6.35)

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NICKSON, W/C John Ellison (C2069) - **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. Enlisted in Quebec, 30 May 1940 as Equipment Assistant; appointed Flying Officer, 26 August 1940. Posted overseas, 4 August 1941. Attained rank of

Squadron Leader, 15 August 1942. With RCAF Overseas Headquarters as of 10 June 1943. Promoted Wing Commander, 1 November 1943. Repatriated 21 September 1945. To No.12 Equipment Depot, 28 October 1945. To No.2 Release Centre, 22 January 1946. Retired 24 January 1946. With Trans-Canada Air Lines, Toronto as of May 1950. Died in Montreal, 28 January 1987.

This officer has served the Royal Canadian Air Force Overseas conscientiously and well over a long period. As the first Royal Canadian Air Force Senior Equipment Officer at No.3 Personnel Reception Centre, he was responsible for organizing the Equipment Section to handle efficiently large intakes of aircrew, all of which had to be passed through the Clothing Stores and kitted to Royal Air Force scales. As Deputy Director of Equipment at this Headquarters, Wing Commander Nickson has been in charge of equipment administration, and the adequate accommodation secured at this Headquarters during the greatest expansion, the high standard of Motor Transport serviceability and untiring efforts to assist Royal Canadian Air Force Equipment personnel in the field, are a few testimonies to the unflinching application of this officer.

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NICOL, F/L Alastair MacLean (J24973) - **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 in Vancouver, 22 May 1921; home there (salesman); enlisted there 10 March 1942 and posted to No.3 Manning Depot. To No.7 ITS, 20 June 1942; graduated and promoted LAC, 14 August 1942 but not posted to No.6 EFTS until 26 September 1942; may have graduated 20 November 1942 but not posted to No.4 SFTS until 5 December 1942; graduated and commissioned 2 April 1943. To No.2 Flying Instructor School, 16 April 1943. To No.15 SFTS, 11 June 1943. Promoted Flying Officer, 2 October 1943. To No.36 OTU, 15 May 1944. To No.8 OTU, 30 June 1944. To "Y" Depot, 16 July 1944. Taken on strength of No.3 PRC, Bournemouth, 20 August 1944. Promoted Flight Lieutenant, 2 April 1945. Repatriated 29 December 1945. Retired 15 February 1946. RCAF photo PL-44234 (ex UK-21793 dated 30 May 1945) shows W/C H.D. Cleveland with F/O A.M. Nichol (left) and F/L J.W.D. Howat (right) in Holland. Died in Vancouver, 2 June 1998 as per **Legion Magazine** of September 1998.

This officer has taken part in many attacks against heavily defended targets and has consistently displayed courage and skill of a high order. On one occasion in March 1945 he was detailed to attack a target in the Osnabruck area. While attacking from a low altitude his aircraft was hit by anti-aircraft fire. Flight Lieutenant Nicol was wounded in the right arm and chest and his navigator was very seriously wounded. With great fortitude and resolution Flight Lieutenant Nicol kept control of the aircraft and assisted his wounded navigator. When

allied territory was reached he made a masterly landing despite the fact that his right arm was useless and he was weak from loss of blood.

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NICOL, F/L Gordon Campbell (J22881) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December and AFRO 212/46 dated 1 March 1946. Born 19 February 1914 in Hamilton, Ontario; home in Montreal (miner). Enlisted in North Bay, 4 October 1940 for General Duties. To No.3 Training Command, 31 October 1940. Promoted AC1, 4 January 1941. Promoted LAC, 4 April 1941. Remustered to aircrew and posted to No.3 ITS, 11 April 1942; graduated 18 July 1942 when posted to No.11 EFTS; graduated 26 September 1942 when posted to No.13 SFTS; graduated and commissioned 22 January 1943. To No.1 Flying Instructor School, 5 February 1943. To No.9 BGS, 12 March 1943. Promoted Flying Officer, 22 July 1943. To "Y" Depot, 24 February 1944. Taken on strength of No.3 PRC, Bournemouth, 10 April 1944. Promoted Flight Lieutenant, 22 January 1945. Repatriated 5 August 1945. Retired 12 September 1945. Medal presented in Montreal, 25 November 1949. Died in Peterborough, Ontario, 7 May 2000. 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 31 May 1945 when he had flown 27 sorties (132 hours 55 minutes), 1 March to 10 May 1945.

1 March 1945 - Mannheim
2 March 1945 - Cologne
6 March 1945 - Chemnitz
8 March 1945 - Dessau
9 March 1945 - Kassel
11 March 1945 - Essen
12 March 1945 - Dortmund
13 March 1945 - Herne
16 March 1945 - Misburg
17 March 1945 - Nuremburg
22 March 1945 - Hildesheim
25 March 1945 - Hanover
27 March 1945 - Paderborn
31 March 1945 - Hamburg
5 April 1945 - Lutzkendorf
14 April 1945 - GARDENING
18 April 1945 - Heligoland
22 April 1945 - Bremen
25 April 1945 - Berchtesgaden

28 April 1945 - EXODUS
30 April 1945 - MANNA
1 May 1945 - MANNA
2 May 1945 - MANNA
3 May 1945 - MANNA
7 May 1945 - MANNA
8 May 1945 - MANNA
10 May 1945 - EXODUS

Flight Lieutenant Nicol was posted to No.103 Squadron on 13th February 1945, and has since completed 27 sorties on Lancaster aircraft, with a total of 132.55 hours operational flying.

This Canadian officer's tour of operations has been very intensive, fourteen sorties being completed in his first month with the squadron. The variety of targets bombed has been large and has included the oil plants at Misburg and Lutzendorf, the port and U-Boat installations at Hamburg, the industrial centres of Essen, Dessau and Dortmund, and communications at Chemnitz, Paderborn and Nuremburg. He has in addition laid mines in enemy waters and accurately bombed the centre of evil at Berchtesgaden.

Throughout his tour of operations, Flight Lieutenant Nicol has displayed notable skill and determination in attacking his targets. He is a most reliable pilot and captain and has shown himself to be a sound leader of his crew, the accuracy and precision of whose work is revealed in the excellent photographs they have obtained. He has never allowed enemy opposition, no matter how strong, to deter him from pressing home his attack, his quiet determination and devotion to duty being an inspiration to his crew.

I strongly recommend that his splendid work with this squadron be recognized by the award of the Distinguished Flying Cross.

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NIELD, S/L William Alan (C3565) - **Mention in Despatches** - No.127 Wing (AFRO gives unit only as "Overseas") - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 21 September 1913; employed by the Labour Party, 1936 onwards. He came to Canada as an RAF pilot trainee but washed out on medical grounds. With a batch of recommendations that included Clement Atlee, he applied for an RCAF commission which was granted in Ottawa, 6 January 1941. Taken on strength of AFHQ, he was posted to

"Y" Depot, Halifax, 1 October 1941, and taken on strength of No.3 PRC, 21 October 1941; to Station Stanmore, 8 November 1941; to No.410 Squadron, 26 November 1941; to No.418 Squadron, 27 May 1942; promoted Flight Lieutenant, 1 September 1942; to Station Redhill, 3 January 1943; promoted Squadron Leader, 9 July 1943 on posting to No.17 Wing; to No.127 Wing, 7 August 1943; to "R" Depot, 27 May 1944; to Overseas Headquarters, 26 June 1944; to No.3 (RCAF) PRC, 2 August 1944; promoted Wing Commander, 21 April 1945; to No.84 Group Headquarters, 23 April 1945; released in Britain, 8 January 1946. As of 1973 he was Sir William Alan Nield, GCMG, KCB, having risen in the British Civil Service.

His assessments are, to say the least, odd. On 24 October 1941, G/C F.V. Heakes wrote:

Marked ability with pen and an avidity for higher intelligence which has given some cause for anxiety as well as being used to good advantage. Activities should be closely scrutinized. His main interest appears to lie in the direction of higher intelligence in which he has great ability. But until greater confidence can be had in his discretion (including loyalty to senior officer) he must be denied the opportunity of access to secret information, particularly anything relating to plans.

After this, however, come the following:

The addition of Flying Officer Nield to No.410 Squadron has been valuable. Through his efforts the standard of aircraft recognition and general intelligence knowledge of aircrew has been considerably increased. He works long hours and puts every effort into his job, and has made the subject of Intelligence both amusing and interesting. At times Flying Officer Nield is inclined to probe into Secret affairs which are quite beyond his duties and he seems to think he is a far more important man than he actually is. He is, however, considered to be a valuable member of the squadron and his efforts are appreciated (S/L M. Lipton, 8 March 1942)

An intelligent officer with plenty of initiative (S/L M. Lipton, 28 June 1942)

An excellent Intelligence Officer in every way. Would be wasted in any position wherein he was not called upon to accept considerable responsibility, which he would discharge with utmost proficiency (W/C J.H. Little, 11 January 1943)

This officer is an exceptionally able and well informed Intelligence Officer (G.C W.R. McBrien, Redhill Sector, 14 September 1943)

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NIELSEN, F/O Christian Marius (J85080) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 29 March 1944 as per **London Gazette** dated 21 December 1945 and AFRO 155/46 dated 15 February 1946. American in the RCAF; born 25 June 1921 in New York; home in Flushing, New York (book keeper); enlisted Toronto 23 October 1941 and posted to No.1 Manning Depot. To No.1 Training Command, 23 November 1941. To No.1 ITS, 18 January 1942; graduated and promoted LAC, 13 March 1942 but not posted to No.1 EFTS until 28 March 1942; graduated 6 June 1942 when posted to No.5 SFTS; 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 3 February 1944. Promoted Flying Officer, 3 August 1944. Repatriated 8 July 1945. To Lachine, 20 July 1945. To No.2 Release Centre, 20 August 1945. Retired 2 October 1945. Shot down, POW, 30/31 March 1944. A clipping in DHist card files calls him the "Mad Dane" and says RCAF could not trace him until 1955 to his home in Flushing New York; he had not known of the award until then due to lost paper.

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

DHist file 181.009 D.2909 (RG.24 Vol.20633) has recommendation dated 23 March 1944 when he had flown 25 sorties (172 hours 50 minutes), 27 July 1943 to 7 March 1944. See also entry for D,M. Awrey. A notable sortie was one to Augsburg, 25 February 1944, cut short when the port inner showed high fuel consumption which led to an explosion and fire. Text as follows:

This officer has since July last year made 25 sorties over enemy territory, and has attacked many of the heavily defended targets including Berlin (4), Frankfurt (2) and Hamburg.

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. Flying Officer Nielson's aircraft has on numerous occasions been attacked by enemy aircraft; 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).

The sortie list was as follows:

27 July 1943 - Hamburg (5.50)
29 July 1943 - Hamburg (5.45)
30 July 1943 - Remscheid (5.50)
2 August 1943 - Hamburg (6.00)
9 August 1943 - Mannheim (5.45)
12 August 1943 - Milan (8.50)
17 August 1943 - Peenemunde (7.30)
22 August 1943 - Leverkusen (5.15)
23 August 1943 - Berlin (7.30)
27 August 1943 - Nuremberg (8.45)
31 August 1943 - Berlin (7.50)
16 September 1943 - Modane (8.15)
22 September 1943 - Hanover (2.40, port inner engine u/c before reaching enemy coast)
23 September 1943 - Mannheim (7.25)
28 September 1943 - Hanover (6.05)
4 October 1943 - Frankfurt (7.35; both turrets went u/s on way to target)
22 October 1943 - Kassel (4.30)
20 January 1944 - Kiel (4.55, briefed for Berlin but faulty petrol feed; attacked diversionary)
21 January 1944 - Magdeburg (7.00)
30 January 1944 - Berlin (6.30)
15 February 1944 - Berlin (6.25, intense flak)
19 February 1944 - Leipzig (7.05)
25 February 1944 - Augsburg (4.40, starboard inner, high fuel consumption, explosion and fire)
6 March 1944 - Trappes (4.55)
7 March 1944 - Le Mans (5.05)

The same file has another submission, this one dated 24 March 1944 (i.e. one day later) with a very different sortie list and amended text:

13 July 1943 - Aachen (5.05, second pilot)
15 July 1943 - Montbeliard (7.15, second pilot, attacked several times by e/a)
2 August 1943 - Hamburg (5.30)
10 August 1943 - Nuremberg (7.20, seven attacks by e/a)
12 August 1943 - Turin (8.10)
16 August 1943 - Turin (8.25)
18 August 1943 - Peenemunde (8.00)
27 August 1943 - Nuremberg (7.20, attacked over target by e/a)
29 August 1943 - Munchen (4.00)
8 September 1943 - Boulogne (3.05)
15 September 1943 - Montlucon (5.30)

4 October 1943 - Frankfurt (7.50)
8 October 1943 - Hanover (5.15)
22 October 1943 - Kassel (6.05, coned over target and attacked by e/a)
3 November 1943 - Dusseldorf (5.35)
20 January 1944 - Berlin (7.30)
21 January 1944 - Magdeburg (6.50)
28 January 1944 - Berlin (7.30)
30 January 1944 - Berlin (6.25)
2 February 1944 - Gardening (5.25)
15 February 1944 - Berlin (6.10, hit by flak, attacked by e/a over Rostock)
19 February 1944 - Leipzig (7.50, hit by flak in tail unit)
24 February 1944 - Schweinfurt (7.55, hit by flak in wing)
15 March 1944 - Stuttgart (8.25)
18 March 1944 - Frankfurt (5.25)

This officer has since July last year made 25 sorties over enemy territory, and has attacked many of the heavily defended targets including Berlin (4), Frankfurt (2) and Hamburg.

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.

Flying Officer Nielson's aircraft has on numerous occasions been attacked by enemy aircraft; despite this he has always pressed home his attacks with courageous determination, thereby displaying exceptional skill and coolness in extricating his aircraft from some most perilous situations.

He has shown exceptional qualities of leadership and fully merits the award of the Distinguished Flying Cross (non-immediate).

The website "Lost Bombers" gives the following on his being shot down and taken prisoner. Halifax HX272 of No.433 Squadron (BM-N), target Nuremberg, 30/31 March 1944. Airborne at 2149 hours, 30 March 1944 from Skipton-on-Swale. Approaching the Aiming Point at 21,000 feet, shot down in flames by a night-fighter, crashing near Friesen, 10 km SE of Bamberg. Crew consisted of P/O C.M.Nielsen, RCAF (POW, held in Camp L.1, POW number 4154), Flight Sergeant W.F.Rost, RCAF (second pilot, killed), P/O C.W.Panton (killed), P/O D.McL Awrey DFC, RCAF (killed), WO2 L.V.Milward, RCAF (killed), WO1 H.Cooper, RCAF (POW, held in Camps L.6/357, POW number 3642), Sergeant J.S.Thompson (killed), WO2 J.G.McLaughlan, RCAF

(POW, held in Camps L.6/357, POW number 3460). P/O Panton had two younger brothers, Fred 13 and Harold aged 11. In 1981, the two Panton's bought the airfield at East Kirby and seven years later purchased Lancaster NX611 as a Memorial to their dead brother. At the time this veteran bomber was in a dilapidated condition but by October 1995 it had been splendidly restored to such an extent that the aircraft could be taxied on all four engines It may be viewed at the Lincolnshire Aviation Heritage Centre.

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 27 sorties.

Nothing of interest happened until we were just north of the target. We were just starting our times run when we were hit. No one in the crew saw the fighter but the starboard outer engine burst into flames immediately with an explosion. I warned the crew (prepare to bale out, aircraft on fire) and proceeded to feather the engine and press the extinguisher but the wing had caught on fire by then so I told crew to bale out. The aircraft blew up then and I was thrown out the side. I landed on a hill 10 km east of Bamberg with the WOP and Rear Gunner.

Falling with chute in pack above head - able to reach up with difficulty and pull cord just in time - fell into tree which broke fall.

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NIELSON, F/O Elden Lloyd (J9647) - **Distinguished Flying Cross** - No.458 Squadron - Award effective 21 October 1943 as per **London Gazette** dated 29 October 1943 and AFRO 2457/43 dated 26 November 1943. Born in Prince Albert, Saskatchewan, 26 June 1919; home in Vancouver. Enlisted in Edmonton, 14 March 1941 and posted to No.2 Manning Depot. To No.5 BGS, 2 May 1941 (guard). To No.2 ITS, 3 July 1941; graduated and promoted LAC, 19 August 1941 when posted to No.6 EFTS; ,may have graduated 4 October 1941 but not posted to No.4 SFTS until 9 October 1941; graduated and commissioned 2 January 1942. To "Y" Depot, 3 January 1942. To RAF overseas, 9 February 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 12 July 1943. Repatriated 8 September 1945. Retired 25 October 1945. DHist card says that medal was forwarded, 7 June 1955 to Provincial Mental Hospital, Ponoka, Alberta, "for safekeeping"; appears he was a patient there.

This officer, as captain of aircraft, has completed one tour of operational duty. A capable and reliable pilot, he has always displayed exceptional keenness and devotion to duty. While on patrol in the Mediterranean he attacked a surfaced enemy submarine and obtained a hit causing the U-Boat to explode. On another

occasion in July 1943 he sighted a large enemy merchant vessel. Despite intense and accurate fire from escorting vessels Flying Officer Nielson made a determined attack during which one of the escorting ships was sunk.

Australian National Archives has recommendation drafted 17 August 1943 by Lieutenant-Colonel B.R. McKenzie (SAAF) when he had flown 800 hours, 500 of them in previous six months, 250 on operations (34 sorties). Crew included P/O, later F/O A.A. Winchester, RCAF (Mentioned in Despatches).

This captain has now completed a tour of operations on torpedo carrying aircraft and has proved himself a very capable and reliable pilot. He has displayed extreme keenness under a quiet and unassuming manner.

He joined this squadron as a captain on the 3rd January 1943.

On the 10th May 1943 whilst out on a bombing patrol in the Sicilian Straits just prior to the expected "Dunkirk" from North Africa, he picked up on the S.I. [special instrument - radar] a target which proved to be an enemy submarine on the surface. Without hesitation he dropped his stick of bombs (12 x 250-lb) scoring a direct hit. The submarine was seen to explode and debris was left on the surface.

On the night of the 14th July 1943 when out on a strike patrol off the coasts of Corsica and Sardinia a M/V of 9,000 tons was sighted. This officer attacked in spite of intense and accurate flak from escorting vessels and dropped his torpedo. The torpedo unfortunately went just astern of the M/V but struck one of the escort vessels which was seen to blow up.

The sortie of 14 July 1943 was in Wellington P/458 (2330 to 0540 hours). Crew was P/O Nielson (captain), Sergeant Laughlin (second pilot), WO Sullivan (navigator), P/O S.A. Winchester (gunner, RCAF, later Mentioned in Despatches), Sergeant Kinsey (WOP/AG) and a Sergeant Smith (WOP/AG). ORB entry read, "Strike attack destroyer with torpedo, miss by length ahead. Weather fine and clear, sea slight." See also entry for B.A. Quinlan.

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NIELSON, F/O Eric Hersholt (J87221) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 24 February 1924 in Regina; son of an RCMP constable. Electrician in Edmonton; enlisted in Edmonton, 2 March 1942 and posted to No.2 Manning Depot. To No.3

SFS (guard), 27 March 1942. To No.4 ITS, 9 May 1942; graduated and promoted LAC, 17 July 1942 but not posted to No.5 EFTS until 9 January 1943; may have graduated 19 March 1942 but not posted to No.3 SFTS until 3 April 1943; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943. Commissioned 8 June 1944. Promoted Flying Officer, 8 December 1944. After tour with No.101 Squadron he was posted to No.406 Squadron (10 January 1945) as Adjutant; 6 February 1945 to 2nd TAF and No.126 Wing. Repatriated 13 August 1945. Demobilized in Calgary 9 October 1945; returned to RCAF 2 February 1946 as pilot (20447). Posted to EAC (Legal Branch); 10 July 1947 to Toronto as Recruiting Officer; 10 November 1947; to Maritime Command Headquarters as Command Legal Officer. To Northwest Air Command, 31 March 1951. Took leave without pay to complete legal studies at Dalhousie University; granted LL.B. Retired 18 October 1951. Called to Nova Scotia Bar in 1951 followed by Yukon Bar in 1952. Elected to Parliament in 1957 and became Cabinet Minister. Resigned his seat in Parliament, 17 January 1987 on appointment as Chairman of the Canadian Transport Agency. Died in Kelowna, British Columbia, 4 September 2008. DFC presented in Halifax, 27 July 1949 when serving with No.101 Communications Flight. Ottawa **Revue** of 6 June 1984 carried long article about him ("Bomber Pilot Nielson Recalls D-Day"). Quoted as saying he lied about age to join early, enlisted for reasons of adventure but also political reasons ("There was a good amount of serious ideological consideration going through my head at the time"); stressed how war forced him to grow up; teamwork of crew was important ("My first concern always was getting my crew back. We acted as a disciplined team"); described nature of work as flying with extra radio equipment and an eighth crewman who spoke fluent German, intercepting and disrupting German fighter radio communications. Flew on D-Day and recalled the sheer mass of equipment plus aircraft colliding and being hit by bombs from above. 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 6 December 1944 when he had flown 32 sorties (153 hours 35 minutes). The sortie list does not agree with the above recollections as there are no sorties until 36 days after D Day.

12 July 1944 - Revigny
18 July 1944 - Scholven
18 July 1944 - Caen
20 July 1944 - Homberg
23 July 1944 - Kiel
28 July 1944 - Foret de Nieppe
31 July 1944 - Foret de Nieppe
3 August 1944 - Trossy St.Maximum
4 August 1944 - Pauillac
5 August 1944 - Blaye
12 August 1944 - Russelsheim

31 August 1944 - St.Riquier
3 September 1944 - Gilze-Rijen
6 September 1944 - Le Havre
8 September 1944 - Le Havre
10 September 1944 - Le Havre
12 September 1944 - Frankfurt
15 September 1944 - Kiel
16 September 1944 - Leeuwarden
20 September 1944 - Calais
26 September 1944 - Calais
5 October 1944 - Saarbrücken
7 October 1944 - Emmerich
11 October 1944 - Fort Fredrik Hendrik
23 October 1944 - Essen
25 October 1944 - Essen
29 October 1944 - Domburg
31 October 1944 - Cologne
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
11 November 1944 - Dortmund
16 November 1944 - Düren

Flying Officer Nielson, a Canadian, is a pilot of outstanding ability who has completed 32 sorties against the enemy, during the course of a highly successful tour of operations with this squadron.

With great skill and initiative, this officer has at all times pressed home his attacks in the face of the strongest opposition with a grim determination to strike the enemy. Flying Officer Nielson has been a great asset to the squadron and his fine offensive spirit and imperturbable manner have been a splendid example to everyone.

The courage and exceptional fighting qualities displayed by this officer are worthy of the highest praise and well merit an award of the Distinguished Flying Cross.

The Commanding Officer, RAF Station Ludford Magna, adds:

Flying Officer Nielson conceals beneath an unassuming manner a matchless courage and an undying determination to press home his attacks. His devotion to duty has inspired his crew to give of their best at all times. At the end of this,

his first operational tour, I recommend that his meritorious achievement be rewarded by the award of the Distinguished Flying Cross.

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*NIELSON, Corporal Herman Jakob (R118041) - **British Empire Medal** - No.16 "X" Depot (Debert) - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Enlisted in Vancouver, 10 July 1941. Medal sent by registered mail

This non-commissioned officer, during the past four and one half years, has been in charge and has supervised the preparation, cooking and serving of all meals for the Officers', Sergeants', and Airmens' Messes at No.16 "X" Depot. During the war, when work carried out by this Depot entailed all hour shifts, the meals were of a very high standard, well cooked and appetizing and attractively served. The kitchen was, and is, at all times spotlessly clean. Corporal Nielson consistently displays a high degree of initiative and forethought in the management of inexperienced chefs and disinterested kitchen personnel. He has excelled as a non-commissioned officer and has diligently and conscientiously performed his duties, both during the war and post-war period, over and above what is normally expected.

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NIGHTINGALE, AC1 William Frederick (R275318) - **British Empire Medal** - Station Trenton - Award effective 17 November 1945 as per **Canada Gazette** of that date and AFRO 133/46 dated 8 February 1946. Born 8 March 1914. Home in Brantford; enlisted Hamilton, 20 September 1943 as Seaman and posted to No.1 Manning Depot. To Trenton, 23 October 1943. Promoted AC1, 28 February 1944. To Rockcliffe, 11 December 1945. To No.8 Release Centre, 18 February 1946. Retired 12 April 1946. Died 1998, probably in Brantford. Medal presented 17 May 1948. NOTE: The incident described occurred at 1530 hours of 23 July 1945 involving Canso 11023 of No.162 Squadron attached to No.7 Photo Wing. Five persons killed in the incident.

Aircraftman Nightingale was on duty as motorboat crewman of a marine craft stationed at Lake Deschenes when a Canso aircraft which was practising "glassy water" landings flew into the water and crashed. This aircraftman immediately sped to the scene of the crash to lend assistance. By prompt action Aircraftman Nightingale managed to rescue two of the officer members of the crew before the aircraft wreckage began to sink. Despite a heavy film of engine oil and high octane gasoline from the wreckage, this aircraftman stripped off his clothes and dived into the water in an attempt to rescue two other officers whom he had

seen drawn under alive as the aircraft sank. He continued to dive until exhausted, unfortunately without being able to effect a rescue. He then returned to his boat and rendered first aid to the two previously rescued officers and quickly transported them to shore. As a result of his diving and swimming in the gasoline-covered water, Aircraftman Nightingale suffered irritating blisters and risked more serious injury due to the possibility of fire. This aircraftman's courageous actions were in keeping with the finest traditions of the Royal Canadian Air Force.

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NILES, FS (now P/O) Earl Graham (R179536/J92628) - **Distinguished Flying Medal** - No.420 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 10 July 1923 in Coburg, Ontario. Home in Toronto (aircraft worker); enlisted there 3 July 1942. To No.1 Manning Depot, 27 September 1942. To No.6 ITS, 23 January 1943; graduated and promoted LAC, 2 April 1943 but not posted to No.1 BGS until 1 May 1943; graduated 23 July 1943 and posted next day to No.1 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 20 October 1944. Repatriated 21 December 1944. To No.1 Air Command, 15 January 1945. To Mountain View, 31 January 1945. To No.4 Release Centre, 2 March 1945. Retired 3 April 1945. Re-enlisted with the Queens Own Rifles. Had close to 30 years of military service including service in Germany and later Victoria, B.C. Following retirement from the military, he worked at Confederation College and then at the Thunder Bay Airport (Commissionaires). Died in Thunder Bay, 2 March 2004. DFM presented 9 April 1948. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1730 (PAC RG.24 Vol.20607) has recommendation dated 9 November 1944 when he had participated in 32 sorties (167 hours 30 minutes).

Flight Sergeant Niles, as Bomb Aimer in Flying Officer Beirsto's crew, has completed an operational tour highlighted by cool efficiency and unquestioned courage. On hotly contested precision targets, this Non-Commissioned Officer displayed complete disdain for the enemy defences while directing his aircraft on accurate bombing runs. His operational enthusiasm and bombing results have set the highest standards for all squadron members.

The sortie list was as follows:

25 July 1944 - Stuttgart (7.50)

28 July 1944 - Hamburg (6.30)
29 July 1944 - Amye-sur-Seulles (4.55)
3 August 1944 - Foret de Nieppe (3.55)
4 August 1944 - Bons de Cassan (5.05)
5 August 1944 - St. Lleu d'Esserent (5.05)
7 August 1944 - La Hogue (4.35)
8 August 1944 - Foret de Chantilly (5.00)
9 August 1944 - Foret de Nieppe (3.55)
10 August 1944 - La Pallice (6.45)
25 August 1944 - Brest (5.30)
27 August 1944 - Marquis Mimoyecques (4.00)
28 August 1944 - Ile de Cezembre (4.35)
31 August 1944 - Ile de Cezembre (5.00)
3 September 1944 - Volkel (4.05)
6 September 1944 - Emden (4.30)
9 September 1944 - Le Havre (4.15)
10 September 1944 - Le Havre (4.25)
11 September 1944 - Castrop Rauxel (5.25)
12 September 1944 - Wanne Eickel (5.35)
13 September 1944 - Osnabruck (5.25)
15 September 1944 - Kiel (6.15)
16 September 1944 - Boulogne (4.10)
25 September 1944 - Calais (3.45)
26 September 1944 - Calais (4.10)
27 September 1944 - Bottrop (6.45)
28 September 1944 - Cap Gris Nez (4.05)
30 September 1944 - Sterkrade (4.55)
6 October 1944 - Dortmund (7.10)
21 October 1944 - Hanover (4.00)
23 October 1944 - Essen (6.00)
25 October 1944 - Hamburg (4.50)
1 November 1944 - Oberhausen (6.05)

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NILES, F/L Raymond Alvin (C8663) - **Commended for Valuable Services in the Air** - No.168 Squadron (Canada) - Award effective 11 August 1945 as per **Canada Gazette** of that date and AFRO 1453/45 dated 14 September 1945. Possible American in the RCAF. Enlisted and commissioned in Ottawa, 22 October 1941. At Rockcliffe as of 11 December 1941. Promoted Flying Officer, 15 August 1942. To No.164 (Transport) Squadron, 21 January 1943. Promoted

Flight Lieutenant, 1 May 1943. To Rockcliffe, 31 October 1943. To No.168 (Heavy Transport) Squadron, 18 November 1943. To United Kingdom, 1 November 1944. Repatriated 25 November 1944. To No.168 (HT) Squadron again, 25 November 1944. To No.3 Release Centre, 10 September 1945. Retired 15 September 1945. RCAF photo PL-32858 (ex UK-14917 dated 20 September 1944) shows him looking at an abandoned German tank; caption says he was from Los Angeles and identifies him as "a pilot in the RCAF Transport Command."

Flight Lieutenant Niles has for the past year and a half been employed as captain on the Transatlantic and Mediterranean service flying mail to the 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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NIND, Sergeant (now F/O) John Arthur William (R194196/J89639) - **Mention in Despatches** - No.149 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 in Montreal, 15 August 1922 (birth date on MI.9 report); home there (diesel mechanic); enlisted there 29 September 1942. . Posted to No.1 Manning Depot, Toronto, 29 September 1942; to No.6 SFTS, Dunnville, 18 December 1942; to No.23 PAE, University of Toronto, 8 March 1943; to No.2 Air Gunners Ground Training School, Trenton, 4 April 1943; promoted LAC, 29 May 1943; to No.3 BGS, Macdonald 30 May 1943; qualified as Air Gunner, and promoted Sergeant, 9 July 1943; to "Y" Depot, Halifax, 24 July 1943. Taken on strength of RAF Trainees Pool Overseas, 25 August 1943. Embarked from Halifax, 26 August 1943; arrived in UK, 1 September 1943; to No.26 OTU, 21 September 1943; attached at various times to No.165 MCU and No.1483 (B) Gunnery Flight; to No.149 Squadron, 18 March 1944. Commissioned 4 June 1944. Reported missing 5/6 June 1944; taken prisoner, he escaped on 22 July 1944; reported safe in UK, 10 September 1944. Repatriated 9 October 1944; to No.9 BGS, Mont Joli, 20 November 1944; to No.2 Release Centre, Lachine, 18 April 1945. Retired that date. Enrolled in postwar RCAF in Ottawa, 18 November 1949 as Mobile Equipment Technician (29340). To Trenton, 19 November 1949. Promoted Corporal 1 August 1951. To Aylmer, 11 September 1951; to No.1 Technical Training School, Aylmer, 19 November 1951; to Trenton, 3 February 1952. To No.6 Repair Depot, 5 June 1952. To No.1 Supply Depot, 5 April 1955. Released 17 November 1959. Died in Toronto, 17 January 2017.

On repatriation from overseas he filed a form stating that overseas he had flown 100 hours on Wellingtons during OTU training, six hours on Stirlings during conversion training, and 175

operational hours (20 sorties) on Stirlings. In his application for Operational Wings he listed the following sorties:

25 March 1944 - Mining, Frisians (3.40)
26 March 1944 - Mining, Bordeaux (6.35)
5 April 1944 - Mining, Bordeaux (7.50)
9 April 1944 - Bombing, Lille (3.40)
13 April 1944 - Mining, Bordeaux (5.50)
21 April 1944 - Mining, Frisians (3.20)
23 April 1944 - Mining, Kiel (6.10)
25 April 1944 - Mining, St.Nazaire (5.45)
27 April 1944 - Special Ops, France (7.55)
30 April 1944 - Special Ops, France (8.00)
1 May 1944 - Special Ops, France (8.00)
5 May 1944 - Special Ops, France (7.40)
6 May 1944 - Mining, Bordeaux (6.25)
8 May 1944 - Special Ops, France (7.20)
9 May 1944 - Special Ops, France (6.50)
11 May 1944 - Special Ops, France (7.00)
1 June 1944 - Special Ops, France (6.10)
2 June 1944 - Special Ops, France (5.25)
5 June 1944 - Special Ops, France - did not return

Public Record Office WO 208/3322 has MI.9 report of his experiences in France; left that country for United Kingdom, 9 September 1944.

I took off from Methwold aerodrome at 2300 hours on 5 June 1944 in a Stirling aircraft. We were shot down in the vicinity of Caen at 0100 hours on 6 June.

For the next two days I hid in some nearby woods. I was captured by the Germans on the south side of Caen aerodrome on 8 June. I was taken to a prison camp in Rennes, where I remained until 6 July. I was then put on a prison train en route for Germany. For ten days the train remained outside Tours (France, 1:250,000, Sheet 15, P 76), being unable to proceed because of Allied raids.

On 23 July I and the others in my truck cut a hole in the end of the box car, the sides of which were already split, and jumped out. There were 40 men in the car and during the time we were on the train we did not get out of the truck; we had one loaf of bread and a small piece of meat each day. In the truck we had to sleep on our sides.

After I had jumped the train I walked south and hid up in a barn. For the next 17 days I lived in forests near Blere (Sheet 21, P 95), being fed by a helper. This man put me in touch with the Resistance, but they were unable to give me any advice as to how to reach the Allied lines.

I left by myself on 15 August and when I was somewhere in the vicinity of Biard (L 1148) I was again sheltered by a helper. I remained there until 5 September, when I was handed over to Allied forces. I was sent thence to Paris, where I was interrogated by I.S. 9 (W.E.A).

The website "Lost Bombers" gives the following on the sortie in which he was downed. Stirling LJ621, No.149 Squadron (OJ-M) on special duties, 5/6 June 1944. This aircraft was delivered to No.149 Squadron on 19 April 1944. Airborne at 2209 hours, 5 June 1944 from Methwold tasked for a Special Duties patrol in tactical support of the D-Day landings. Cause of loss not established. Crashed at Marcelett (Calvados). Crew were Sergeant F.C. Heal (admitted to a hospital in Rennes with a broken leg; freed 4 August 1944 when American forces entered the town); P/O W.H.Mayo (killed); Flight Sergeant J.MacFarlane (killed); Sergeant H.J.Mather (killed); Flight Sergeant R. Parker (killed); Sergeant F.C.Heal (POW); Flight Sergeant H.F.Munday, RAAF (killed); Warrant Officer G.C.C.Holmes (killed); Sergeant J.A.W.Nind, RCAF (evaded); Sergeant B.Wynne-Cole (POW).

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NISBET, FS Robert (R54670) - **British Empire Medal** - Station St.Hubert - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 3 August 1901. Enlisted in Montreal, 21 November 1939 as cook. To Technical Training School, St. Thomas, 5 January 1940. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. To No.1 WS, 1 September 1940. Promoted Corporal, 1 February 1941. Promoted Sergeant, 1 October 1941. Promoted Flight Sergeant, 17 February 1943. To No.3 Flying Instructor School, 10 June 1943. To No.4 Aircrew Graduate Training School, 21 February 1944. To No.1 Flight Engineer School, 17 March 1944. To No.3 Aircrew Graduate Training School, 29 June 1944. To St, Hubert, 19 September 1944. To Halifax, 17 July 1945. To Pennfield Ridge, 18 September 1945. To No.10 Release Centre, 26 October 1945. Retired 13 November 1945. Medal sent by registered mail, 12 February 1948. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 8) has citation.

This non-commissioned officer has been employed as senior chef on this station for four months. In this short period he completely reorganized messing and greatly improved quality of food at the same time reducing waste and expenses.

He has shown untiring devotion to duty and exceptional leadership. His ability has greatly contributed in increasing the morale and efficiency of this station.

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NISBET, F/O Walter Lyle (J40949) - **Distinguished Flying Cross** - No.226 Squadron - Award effective 23 March 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 13 April 1923 in Cranbrook, British Columbia. Home in Toronto or Nelson, British Columbia; enlisted Calgary 20 August 1941. To No.8 BGS, 8 November 1941 (guard); to No.4 ITS, 20 December 1941; graduated and promoted LAC, 13 March 1942 but not posted to No.5 EFTS until 28 March 1942; graduated 5 June 1942; posted on 6 June 1942 to No.7 SFTS; graduated and promoted Sergeant, 25 September 1942. To No.2 AOS, 9 October 1942. Commissioned 26 January 1944. To "Y" Depot, 10 February 1944. To No.45 Group, Transport Command, 23 February 1944. To United Kingdom, 9 April 1944. Promoted Flying Officer, 26 July 1944. Dates of repatriation and release uncertain. Rejoined RCAF Auxiliary, 8 November 1950 (30788). Postwar he became a lawyer and Queen's Counsel. DFC presented 29 May 1947. Died in Arnprior, Ontario, 7 December 1991.

This officer has completed numerous sorties and throughout has set a fine example of keenness and determination. In February 1945 he took part in an attack against a strongly defended railroad bridge at Deventer in Holland. During the bombing run considerable anti-aircraft fire was encountered. Flying Officer Nisbet's aircraft was hit and damaged while he himself was wounded in the leg. In spite of this, he maintained his position in the formation and released his bombs at the same time as the leading aircraft. Without informing his crew of his injury, Flying Officer Nisbet, unaided, flew the aircraft back to the nearest available airfield and executed a safe landing. His wound was so severe and the loss of blood so great that Flying Officer Nisbet was given a blood transfusion before he was lifted from the aircraft. This officer displayed the highest qualities of courage, fortitude and devotion to duty.

RCAF Press Release No. 397 dated 17 July 1945 from "MacPherson" read as follows:

RCAF REPATRIATION DEPOT – TORQUAY – ENGLAND: --- With only 2000 to 3000 yards leeway between their tiny targets and the troops of the 21st army group under Field Marshal Bernard L. Montgomery during the drive across France and into Germany, crews of Mitchell bombers of the Second Tactical Air Force had to develop a high degree of precision.

Skipper of one of the Mitchells which gave invaluable aid to the ground troops was Flying Officer Wally L. Nisbet, DFC, 22-year-old pilot of Nelson, B.C., who

came directly out of school to join the RCAF in August, 1941. He's now at an RCAF Repatriation Depot.

Nisbet sustained a nasty leg wound when his Mitchell was hit by flak at 11,000 feet over Deventer, Holland, and he spent six weeks in hospital.

"That was the worst of our sorties", said Nisbet. "I managed to land at a British airfield 10 miles behind the lines. None of the other members of the crew was injured.

"Fighters worried us a little while we were out on New Year's Day, but the Spitfires drove them off before they had a chance to attack us. Aside from the odd flak hole in the kite, we didn't have a bad time of it."

Nisbet's targets constituted road transport, bridges and railways on which the Germans were depending for the reinforcements and supplies to stop the Allied drive.

Before coming overseas in April, 1944, Nisbet had been staff pilot at Edmonton for 14 months. He joined the Mitchell squadron in France in October 1944, and it wasn't until after the Allies jumped the Rhine that his base was moved closer to the scene of operations.

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NITZ, Flight Sergeant Arthur Ferrand (R83384) - **Distinguished Flying Medal** - No.250 Squadron - Award effective 9 April 1943 as per **London Gazette** dated 9 April 1943 and AFRO 809/43 dated 7 May 1943. American in RCAF; born 2 April 1920 in Flint, Michigan; home there; enlisted Windsor, Ontario, 14 February 1941 and posted to No.1A Manning Depot. To Technical Training School, 14 March 1941. To No.1 ITS, 4 May 1941; graduated and promoted LAC, 6 June 1941 when posted to No.19 EFTS; graduated 8 August 1941 when posted to No.2 SFTS; graduated and promoted Sergeant, 24 October 1941. To "Y" Depot, 25 October 1941. Arrived in UK, 23 November 1941; at No.59 OTU, 9 December 1942 to 24 February 1942; to Middle East, 17 April 1942; promoted to Flight Sergeant, 24 April 1942; to No.239 Wing, 10 August 1942; to No.250 Squadron, 21 August 1942; promoted to WO2, 24 October 1942. Transferred to American forces, 10 April 1943. Died in Walnut Hill, Marion County, Illinois, 25 March 2010. DFM presented 7 March 1947. Photo PL-10235 (UK-3640) shows him beside a Kittyhawk. Caption (10 April 1943) notes that he had been compelled to bale out recently following an aerial collision but had been picked up by a tank crew. Chris Shores, **Those Other Eagles** (Grub Street, London, 2004) provides a victory list (all with No.250 Squadron) as follows: **7 November**

1942, two Ju.52/3m transports destroyed at Sollum (Kittyhawk FR253); **17 November 1942**, one He.111 destroyed, Benina (P-40K 42-45795); **26 February 1943**, one Bf.109 destroyed, Gabes West landing ground (Kittyhawk FL887).

This airman has completed 80 sorties at all times displaying great courage and keenness. After bombing an airfield in a recent engagement his formation was attacked by enemy fighters. During the combat Flight Sergeant Nitz valiantly assisted his leader, whose aircraft had developed engine trouble, and fought off the persistent attacks of four fighters, destroying one of them. Flight Sergeant Nitz has destroyed four enemy aircraft.

RCAF Press Release dated 27 January 1943 from F/O MacGillivray readsL

AN AERODROME BEYOND TRIPOLI, JANUARY 27: --- His RCAF uniform hidden under flowing Arab garb and burnous, Sergeant Pilot Arthur Nitz of Flint, Michigan, hid in native tent on desert until rescued from behind enemy lines by British tank crew, and has just been restored to his squadron which had believed him dead.

During a combat a few days ago southwest of Tripoli between his RAF Kittihawk squadron and a force of Me.109's and Italian Macchi 202's, Nitz and an English squadron-mate collided, and had to bail out. Nitz jumped at only 600 feet. "I thought I'd had it but 'chute opened four seconds to spare and my feet dug six inches into ground," says six-foot American.

He then ran half-mile and buried self in sand all but face to avoid capture by enemy but was detected by friendly Arabs. Dressed in their garb, Nitz lay concealed in tent for more than a day until British tank advance captured area. Meanwhile, other pilot was being similarly befriended two miles away. The rest of squadron, having seen their two kites falling in flames, had assumed the two pilots dead, and when the latter arrived back, they found their effects packed up, and quarters occupied by others.

Nitz, who enlisted RCAF Windsor February 1941, has 98 hours Middle East dive-bombing and strafing enemy supply lines and troops, and has destroyed two Junkers 52's and one Heinkel 111. He has been shot up several times but never shot down or wounded.

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NIXON, F/L Harold Joseph (J6187) - **Distinguished Flying Cross** - No.411 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. Born 18 January 1919 in Hamilton, Ontario; home there; former COTC; enlisted there 12 August 1940. To uncertain unit, 20 October 1940. To No.2 ITS, 16 January 1941; graduated and promoted LAC, 3 March 1941 when posted to No.8 EFTS; graduated 22 April 1941 when posted to No.2 Manning Depot; to No.10 SFTS, 2 May 1941; graduated and commissioned, 16 July 1941. To Embarkation Depot that date. To RAF overseas, 10 August 1941. Repatriated via No.31 Depot, Moncton, date uncertain; to No.1 OTU, 31 July 1942. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 10 October 1942. Taken on strength of No.3 PRC, 31 January 1943. Promoted Flight Lieutenant, 1 July 1943. Repatriated 16 October 1944. To No.1 BGS, 30 November 1944. To No.4 Release Centre, 17 February 1945. Retired 19 March 1945. DFC presented 27 January 1946.

Flight Lieutenant Nixon has completed two tours of operations, during which time he has proved himself a most competent fighter pilot. In the period immediately following the invasion of the continent he set an outstanding example to the other pilots of his squadron, attacking many heavily defended targets with great courage and determination. Flight Lieutenant Nixon has shared in the destruction of at least one enemy aircraft and has destroyed over fifty vehicles. On one occasion his aircraft was shot down while attacking enemy tanks.

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NIXON, F/O John Alexander (C15303) - **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. Born 28 June 1911. Home in Washago, Ontario; enlisted Toronto 18 March 1941 as Wireless Electrical Mechanic and posted to No.1 Manning Depot; granted rank of LAC on enlistment. To Embarkation Depot, 13 May 1941. To RAF overseas, 19 June 1941. Commissioned in Radar Branch, 31 January 1942. Promoted Flying Officer, 30 July 1942. Promoted Flight Lieutenant, 25 March 1943. Repatriated 21 August 1945. To No.5 Radar School, 2 October 1945. To Radar Composite School, 11 November 1945. To Maintenance Command Headquarters, 8 May 1946. To No.6 Repair Depot, 16 May 1946. Retired 21 June 1946. A pencilled note on award card says "With a radar unit ? see Killen's story" - not clear what the reference means or who Killen is.

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NIXON, F/O John Donovan Richmond (J26784) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 17 September 1923 in Vancouver; home in Cumberland, British Columbia; enlisted Vancouver 14 May 1942 and posted to No.3 Manning Depot. To No.7 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942; date of posting to No.23 EFTS uncertain; may have graduated 22 January 1943 but not posted to No.11 SFTS until 6 February 1943; graduated and commissioned 28 May 1943. To No.1 GRS, 11 June 1943; To No.31 OTU, 20 August 1943. To "Y" Depot, 20 November 1943. Taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Promoted Flying Officer, 28 November 1943. Repatriate 15 November 1944. To Western Air Command, 11 January 1945. To No.8 Release Centre, 24 March 1945. Release date uncertain. After the war settled in Nanaimo, to where DFC sent by registered mail, 14 February 1951. Rejoined RCAF as pilot, 5 June 1951 (38874); attained rank of Flight Lieutenant, 1 July 1956. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation from W/C A.J. Lewington dated 20 October 1944 when he had flown 35 sorties (171 hours 35 minutes) between 10 June and 14 October 1944.

This officer has now completed his first tour of operations comprised of thirty-five trips over enemy territory. The successful completion of these sorties was due largely to the initiative, resourcefulness and skilful airmanship of this officer. His tenacity, endurance and fine offensive spirit have undoubtedly inspired a high standard of morale in his crew and the squadron in general.

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

The sortie list was as follows:

10 June 1944 - Versailles Matelot (5.30)
14 June 1944 - Cambrai (4.10)
16 June 1944 - Sautrecourt (4.20)
17 June 1944 - Oisement au Neuville (4.40)
21 June 1944 - Oisemont (4.50)
24 June 1944 - Bonnetor (4.25)
25 June 1944 - Gorenflos (4.30)
27 June 1944 - Wizernes (4.10)
28 June 1944 - Metz (6.50)
4 July 1944 - Villeneuve St. George (6.25)

6 July 1944 - Sautrecourt (4.45)
12 July 1944 - Acquet (3.55)
18 July 1944 - Caen (4.35)
28 July 1944 - Hamburg (5.20)
30 July 1944 - Villers Bocage (4.50)
3 August 1944 - Foret de Nieppe (4.15)
4 August 1944 - Bois de Cassair (4.30)
7 August 1944 - Lorient (5.30)
8 August 1944 - Foret de Chantilly (4.35)
9 August 1944 - Foret de Crox (4.10)
12 August 1944 - Mont Richard (5.20)
15 August 1944 - Soesterburg (3.45)
16 August 1944 - Kiel (5.45)
18 August 1944 - Connetre (6.05)
25 August 1944 - Brest (5.45)
28 August 1944 - Brest harbour (4.10)
31 August 1944 - Ile de Cezembre (4.55)
23 September 1944 - Domburg (3.15)
25 September 1944 - Calais (3.50)
27 September 1944 - Duisburg (5.15)
28 September 1944 - Cap Gris Nez (3.50)
6 October 1944 - Dortmund (6.00)
9 October 1944 - Bochum (6.20)
14 October 1944 - Duisburg (5.20)
14 October 1944 - Duisburg (5.45)

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NIXON, P/O Robert William (J17729) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943. Born in Toronto, 28 July 1919, home there (educated at Dovercourt Public School Central Technical School; employed as pressman's helper); enlisted there 4 October 1940 for General Duties and taken on strength of No.1 Manning Depot. To No.3 Training Command, Montreal, 31 October 1940. Promoted AC1, 4 January 1941. Promoted LAC, 4 April 1941. Remustered to aircrew, 25 May 1941 and posted to No.1 WS, Montreal (reverted to AC2). Promoted LAC, 26 June 1941; to No.4 BGS, Fingal, 9 November 1941; graduated and promoted Sergeant, 8 December 1941. To "Y" Depot, Halifax, 10 December 1941. To RAF Trainee Pool, 7 January 1942. Taken on strength of No.3 PRC, Bournemouth, 21 January 1942. To No.2 Signal School, 10 February 1942. To No.2 Advanced Flying Unit, 28 March 1942. To No.22 OTU, 29 April 1942. To No.35 Squadron, 16 July 1942. To

No.35 Conversion Flight, 21 August 1942. To No.35 Squadron, 3 September 1942. Promoted Flight Sergeant, 8 June 1942. Promoted WO2, 8 December 1942. Commissioned 17 May 1943. Killed in action, 23/24 August 1943. See entry for Walter D. Craig for details of loss plus combat reports. DFC presented to next-of-kin, 1 December 1948.

A wireless operator of outstanding ability, Pilot Officer Nixon has taken part in numerous night bombing attacks, many of them being against the most heavily defended enemy targets in Germany and the occupied countries. At all times he has displayed most praiseworthy enthusiasm, devotion to duty and determination to achieve his objective.

Notes on training: Course at No.1 WS lasted from 23 June 1941 to 8 November 1941. Spent one hour in Flying Classroom as First Operator, three hours in Flying Classroom on Listening Watch and nine hours in two-seater aircraft as sole operator. Ground training included the following courses and marks - Theory (38/50), Radio Equipment (165/250), Morse, buzzer and lamp (149/200), Procedure (170/200), Signals Organisation (105/150), Armament (70/100), Drill and P.T. (26/50). Placed 63rd in a class of 112.

At No.4 BGS the course lasted 10 November to 8 December 1941. He flew in Battle aircraft (ten hours 10 minutes by day plus two hours 55 minutes as passenger). Air Gunnery results as follows: Beam Test, 4.8 % hits; Beam Relative Speed Test, 4.16 %; Under Tail Test, 5.16 %. Total Rounds fired as follows: Ground - 400; Air to Ground - 200; Air to Air -1,700. In written examination he scored 61 %; in Practical and Oral Examination he placed 69 %; Ability as Firer assessed to be 183/250. Placed 18th in a class of 34; described as "competent in all his duties."

At No.22 OTU he was described as having flown 48 hours 15 minutes (day) and nine hours 45 minutes (night) before arrival. At the OTU itself he flew nine hours in "Crew training". Under the heading "Time Ser" (whatever that was) he logged 52.45 (day) and 44.10 (night). Fired 2,000 rounds air-to-air and 300 rounds air to sea. Described on 13 July 1942 as "Below average in guns, but has a sound knowledge of turrets. Average as a WOP. Keeps an average log. Is very keen and tries hard. He should continue to make headway.

On 28 July 1942 he was uninjured following a crash at No.1484 (B) Gunnery Flight, Driffield, 1230 hours. Defiant I (N1695), pilot Flight Sergeant R. Hardie (902422, RAF). Soon after takeoff the engine emitted white smoke and then stopped. Pilot selected undercarriage down and landed on aerodrome. Hardie commended for "an exhibition of remarkable fine airmanship in effecting a safe landing."

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NOAKES, FS Norman Raddon (R51115) - **British Empire Medal** - No.3 Aeronautical Inspection Detachment - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 31 July 1919. Home in Saskatoon; enlisted there, 15 January 1940 as Airframe Mechanic (Wood). To Technical Training School, St. Thomas,, 25 March 1940. Promoted AC1, 15 April 1940. To "R", 6 August 1940. To No.1 BGS, 10 August 1940. Reclassified as Airframe Mechanic "B", 1 October 1940 when promoted LAC. Promoted Corporal, 1 February 1941; to No.8 BGS, 9 September 1941; promoted Sergeant, 1 October 1941; to Aeronautical Inspection Detachment, 14 January 1942; reclassified as Inspector, Aeronautical Inspection Detachment, 28 March 1943 when posted to No.11 Technical Detachment; promoted Flight Sergeant, 1 April 1943; to No.2 Release Centre, 20 September 1945; discharged 27 September 1945. Medal sent by registered mail, 20 December 1946.

This non-commissioned officer has displayed such a high degree of initiative and foresight during the past three years and has been able to impart to others his knowledge of aircraft inspection with the result that a very efficient staff of Aeronautical Inspection Detachment personnel was formed at this detachment. Flight Sergeant Noakes has rendered outstanding meritorious service and devotion to duty.

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NOBERT, F/O Andre (J39311) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 26 January 1921 in Gravelbourg, Saskatchewan; home there (drayman); enlisted Regina, 4 June 1942. To No.3 Manning Depot, 19 August 1942. To No.7 ITS, 5 December 1942; graduated and promoted LAC, 19 February 1943; posted next day to No.6 EFTS; graduated 17 April 1943 when posted to No.10 SFTS; ceased training and posted to No.2 Manning Depot, 10 May 1943; to Mountain View, 29 May 1943; to No.10 AOS, 24 July 1943; graduated and commissioned 10 December 1943. To "Y" Depot, 14 January 1944. Taken on strength of No.3 PRC, 23 January 1944. Promoted Flying Officer, 10 June 1944. Repatriated 5 August 1945. Retired 14 September 1945. Award presented 18 June 1949.

Flying Officer Nobert is an intrepid navigator who has completed a large number of sorties against such heavily defended targets as Cologne, Stuttgart, Wanne Eickel, Leipzig and Essen. In December 1944, this officer was detailed to bomb the railway sidings at Osnabruck. Two minutes before bombing the four engines of his aircraft ceased to work. The aircraft lost considerable height before the engines again came under control. The return flight was made in extremely difficult circumstances as most of the navigational aids were unserviceable but an emergency landing was made successfully at an English airfield of stress. This

officer has shown coolness and high navigational skill which have inspired confidence in the other members of his crew.

DHH file 181.009 D.2618 (Library and Archives Canada RG.24 Vol.20627) has original recommendation raised by W/C H.C. Ledoux on 10 May 1945 when he had flown 35 sorties (221 hours 30 minutes). Sortie list and submission as follows:

25 October 1944 - Homburg (5.30)
26 October 1944 - Cologne (5.55)
30 October 1944 - Cologne (5.25)
21 November 1944 - Castrop Rauxel (7.35)
29 November 1944 - Duisburg (7.10)
2 December 1944 - Hagen (6.50)
4 December 1944 - Karlsruhe (6.45)
5 December 1944 - Soest (6.55)
6 December 1944 - Osnabruck (5.50)
18 December 1944 - Duisburg (6.20)
24 December 1944 - Dusseldorf (4.20)
29 December 1944 - Trois Dorf (6.25)
30 December 1944 - Cologne (6.35)
2 January 1945 - Ludwigshaven (7.25)
5 January 1945 - Hanover (5.45)
6 January 1945 - Hanau (6.50)
28 January 1945 - Stuttgart (7.00)
2 February 1945 - Wanne Eickel (3.50, duty not carried out)
4 February 1945 - Osterfeld (5.50)
7 February 1945 - Goch (6.10)
9 February 1945 - Wanne Eickel (6.15)
13 February 1945 - Leipzig (8.05)
17 February 1945 - Wesel (6.45)
20 February 1945 - Monheim (6.55)
23 February 1945 - Essen (6.10)
24 February 1945 - Kamen (6.40)
27 February 1945 - Mainz (7.05)
2 March 1945 - Cologne (6.10)
14 March 1945 - Zweibrucken (7.10)
15 March 1945 - Hagen (6.50)
18 March 1945 - Witten (7.25)
21 March 1945 - Rheine (5.25)
22 March 1945 - Dorsten (4.50)

24 March 1945 - Gladbach (6.05)

27 March 1945 - Munster (5.20)

Flying Officer Nobert is an intrepid navigator of a Halifax bomber who has successfully completed 35 operational sorties over such highly defended targets as Cologne, Stuttgart, Wanne Eickel, Leipzig and Essen.

On the night of December 6th, 1944, this officer was detailed to bomb marshalling yards at Osnabruck in Germany. Two minutes before bombing, the four engines ceased momentarily. The aircraft lost approximately 7,000 feet in height before it could be levelled off again with all engines under control. However, two of the engines kept surging all the way out on the return trip. The bombing stream had to be left because of this and the bomb doors being open due to hydraulic trouble.

Under these adverse conditions, navigation was very difficult due to the unserviceability of most of the navigational aids. An emergency landing was made at an English aerodrome.

On numerous other operational sorties, Flying Officer Nobert, with remarkable coolness and calculation, plotted the track back to the English coast. This officer's coolness and navigational skill have been a source of inspiration to the other members of the crew. His work in the air is worthy of high praise. It is for this reason that I recommend Flying Officer Nobert for the non-immediate award of the Distinguished Flying Cross.

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NOBES, F/L Walter Oakley (J35272) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 12 June 1918 in Moncton, New Brunswick. Home in Kingston or Montreal (bank clerk); militia service with Royal Canadian Corps of Signals. Enlisted Ottawa, 16 June 1941 and posted to No.1 Manning Depot. To Technical Training School, St. Thomas as guard, 28 July 1941. To No.5 ITS, Belleville, 21 August 1941; graduated and promoted LAC, 9 October 1941 but not posted to No.13 EFTS, St. Eugene until 27 October 1941; graduated 20 December 1941 and posted next day to No.13 SFTS, St. Hubert; graduated and promoted Sergeant, 10 April 1942. To "Y" Depot, Halifax, 12 April 1942; to No.3 BGS, Macdonald, 29 April 1942 as staff pilot. Promoted Flight Sergeant, 10 October 1942. Promoted WO2, 10 April 1943. Commissioned 10 September 1943. To "Y" Depot, 29 September 1943. Embarked from Halifax, 22 October 1943; disembarked in Britain, 30 October 1943. Attached

to No.51 Group Pool, 31 December 1943 to 21 January 1944. Detached to Chedworth, 17 February to 1 March 1944. To No.3 (Pilots) AFU, 7 March 1944. Attached to No.1525 Beam Approach Training Flight, 11-18 April 1944. Promoted Flying Officer, 10 March 1944. To No.18 OTU, 23 May 1944. To No.11 Base, 31 July 1944, attending No.1656 Conversion Unit. To Lancaster Finishing School, 2 October 1944. To No.100 Squadron, 22 October 1944. Promoted Flight Lieutenant, 27 December 1944. Repatriated 31 May 1945. To No.1 Air Command, 12 June 1945. To No.4 Release Centre, 25 July 1945. Retired 27 July 1945. Medal presented 25 November 1949. Died in Westmount, Quebec, 1990 as per **Airforce Magazine** of January-February-March 1991. This was an error (or a confusion of names) because he did not die until 30 October 2014, and that in St. Andrews, New Brunswick. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8750 has recommendation dated 1 April 1945 when he had flown 30 sorties (193 hours), 2 November 1944 to 18 April 1945 (last three sorties added to list after first draft).

2 November 1944 - Dusseldorf
4 November 1944 - Bochum
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
29 November 1944 - Dortmund.
4 December 1944 - Karlsruhe
24 December 1944 - Cologne
26 December 1944 - St.Vith
28 December 1944 - Munchen Gladbach
29 December 1944 - Gelsenkirchen
2 January 1945 - Nuremburg
6 January 1945 - Hanau
7 January 1945 - Munich
16 January 1945 - Zeitz
1 February 1945 - Ludwigshaven
2 February 1945 - Weiszbaden
13 February 1945 - Dresden
21 February 1945 - Duisburg
1 March 1945 - Mannheim
2 March 1945 - Cologne
8 March 1945 - Kassel
11 March 1945 - Essen
12 March 1945 - Dortmund
15 March 1945 - Misburg
21 March 1945 - Bruchstrasse

23 March 1945 - Bremen
24 March 1945 - Hanover
10 April 1945 - Planen
14 April 1945 - Lutzkendorf
18 April 1945 - Heligoland

Flight Lieutenant Nobes has now completed 30 sorties in his first operational tour including attacks on such formidably defended targets as Aschaffenburg, Karlsruhe, Cologne, Nuremburg, Cologne, Munich, Mannheim, Kassel, Essen and Misburg.

His composed and quiet demeanour conceals a fine offensive spirit, and a great keenness for operational flying. His skilful airmanship has extricated his aircraft and crew from many tight corners, notably when attacked by several enemy fighters on the run up to the target over Duisburg, and when hit and severely damaged by incendiary flak over the target at Cologne. He is a first class captain of aircraft, and in every way a notable figure in his flight, and in the squadron.

It is strongly recommended that the sterling record of this young Canadian officer be recognized by the award of the Distinguished Flying Cross.

Notes: A record of his flying as a staff pilot at No.3 BGS indicates the intensity of such work. It was almost exclusively on single engine aircraft and the following months were typical: May 1942 (33.40 solo as first pilot, 30 minutes as second pilot, three hours ten minutes dual); June 1942 (52 hours 20 minutes as first pilot), July 1942 (33 hours ten minutes), August 1942 (32 hours 45 minutes), September 1942 (41 hours 50 minutes as first pilot, one hour as second pilot), October 1942 (26 hours 50 minutes). His peak months were March 1943 (61 hours 25 minutes), July 1943 (82 hours 15 minutes) and August 1943 (67 hours five minutes). An assessment at No.3 BGS dated 21 July 1943 described him as "Conscientious worker, alert, dependable - recommend promotion." (S/L J.L. Gower). It was noted that on 19 September 1942 he had been reprimanded for dogfighting (date of the offence seems to have been 9 or 14 September 1942). On 12 May 1943 as pilot of Battle 1736 he collided with Battle 1886 causing serious damage to both machines.

On 22 May 1945, on repatriation, he reported having flown 30 sorties (195 operational hours) plus 251 non-operational hours overseas. Overseas he had flown Tiger Moth (nine hours), Oxford (72 hours), Wellington (80 hours), Halifax (46 hours) and Lancaster (239 hours). Application for Operational Badge have operational time as 193 hours 20 minutes.

Training: At No.13 EFTS (Finch aircraft) he placed 22nd in a class of 42 - "Is very willing and tries hard. General flying is just average but will make a good pilot with more experience in dual and solo. Aerobatics and instruments average."

At No.13 SFTS placed 20th in a class of 50 - "Rather quiet and reserved - a good sense of responsibility."

At No.3 (Pilots) AFU flew Oxfords; described as "A good average pilot who tries hard and made steady improvement throughout the course."

At No.18 OTU flew Wellingtons and described as "A sound and steady captain who will not be flustered in any circumstances, and who should do very well on operations. Has captained his crew well throughout the course."

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NOBLE, F/L Carman Douglas (J15080) - **Distinguished Flying Cross** - No.214 Squadron - Award effective 23 October 1945 as per **London Gazette** dated 30 October 1945 and AFRO 1822/45 dated 7 December 1945. Born in Durham, Ontario, 16 June 1918. Home in Bradford, Ontario (bank teller); enlisted London, Ontario, 16 April 1940. To No.1 ITS, 29 April 1940; to No.1 AOS, 23 May 1940; promoted LAC, 24 May 1940; graduated 18 August 1940 when posted to No.1 BGS; graduated and promoted Sergeant, 28 September 1940; to No.1 ANS, Trenton, 29 September 1940; to No.3 Manning Depot, 11 November 1940. To Embarkation Depot, 14 November 1940; to RAF overseas, 14 November 1940. Arrived in UK, 25 November 1940. To No.20 OTU, 29 November 1940. To No.40 Squadron, 13 February 1941. To No.21 OTU, 28 August 1941. Promoted Flight Sergeant, 1 September 1941. Commissioned 29 November 1941. To No.26OTU, 26 March 1942. To No.216 Squadron, 19 April 1942. Shot down 18 June 1942 (Stirling N3762) and became POW. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 29 November 1943. Reported safe in United Kingdom, 7 May 1945. Repatriated to Canada, 8 July 1945. To No.1 Composite Training School, Toronto, 4 October 1945. Remained in postwar RCAF (18757), reverting from Flight Lieutenant to rank of Flying Officer, 1 October 1946. Trained as an Administrative Officer, he was Air Cadet Liaison Officer at Training Command Headquarters until 15 February 1948 when posted to Institute of Aviation Medicine (supervision of aircrew selection). Promoted Flight Lieutenant, 1 January 1948. To Station London, 25 September 1950. To Station London (Personnel Selection Unit, test administrator, aircrew selection). To Trenton, 7 January 1952 to serve on personnel staff, Training Command Headquarters. Attained rank of Squadron Leader, 1 January 1952. Posted in 1 June 1953 to staff planning duties, Air Defence Command. Attended RCAF Staff College, Toronto (6 September 1955 to 29 July 1956) and then appointed to staff duties, AFHQ, Directorate of Air Policy. Promoted Wing Commander, 1 January 1958, Posted 1 August 1961 to Directing Staff,

RCAF Staff College, Toronto. To Rockcliffe, 3 August 1965. Retired 30 March 1967. RCAF photo PL-1070 taken late 1940 shows G.J. Mavor (Winnipeg), C.D. Noble (Durham, Ontario), F/O J.H.H. Muir, I.H. Acland (Victoria) and R.A. Mather (Vancouver). Photo PL-75207 shows him. Both DFC and MBE presented 22 June 1949. See his article "For You The War is Over", **Roundel**, March 1961. Died in Collingwood, Ontario, 5 February 1989 as per **Airforce Magazine** of July-August-September 1989, which described him as "one of the last eight survivors of Course No.1, Air Observers."

In January 1942 [sic], Flight Lieutenant Noble was navigator of an aircraft which took part in an attack on Osnabruck. Shortly after leaving the target area the aircraft was attacked and set on fire by an enemy fighter. All attempts to bring the fire under control failed and the captain gave orders to the crew to abandon the aircraft. Flight Lieutenant Noble had sustained severe burns on the face and hands in his efforts to fight the fire. As he was preparing to jump, the aircraft exploded. Flight Lieutenant Noble was blown clear and landed safely. Subsequently he was captured by the Germans after making a gallant attempt at escape. Flight Lieutenant Noble has completed one tour of duty at the time of his capture and was engaged on a second. His courage, determination and devotion to duty have been most commendable.

NOTE: Public Records Office Air 2/9287 has recommendation by AOC No.100 Group dated 16 July 1945, crediting him with 50 sorties (350 operational hours) which differs from that given in **Roundel** article (see below).

On the night of January 18th, 1942 [sic], Flight Lieutenant Noble was navigator in Stirling aircraft taking part in an attack on Osnabruck. Shortly after leaving the target area, the aircraft was attacked and set on fire by an enemy fighter. All attempts to bring the fire under control having failed, the captain gave the order to abandon aircraft. All the crew with the exception of the captain and Flight Lieutenant Noble had jumped when the aircraft exploded. Flight Lieutenant Noble, who had sustained severe burns to the hands and face in his efforts to fight the fire, was blown clear and landed safely. He left the area of the crashed and burning aircraft after having ascertained that there was nothing he could do to help the captain, and soon met another member of the crew. Together they evaded the German search party who were combing the area of the crash, and after walking a distance of approximately 100 miles in five nights they reached Holland. Here they were captured by whilst under escort Flight Lieutenant Noble attacked his captors and succeeded in making good his escape on one of their bicycles. Although the burns on his hands and face had by this time become putreous and extremely painful, Flight Lieutenant Noble covered a further 80 miles before being captured a second time.

At the time of his capture, this officer was engaged on his second tour and he was on his fiftieth operational sortie.

His gallant conduct in the aircraft was largely instrumental in saving the lives of other members of the crew, and his subsequent attempts to resist capture deserve much praise. I recommend Flight Lieutenant Noble for the immediate award of the Distinguished Flying Cross.

The erroneous date in the recommendation is clearly the source of the erroneous date in the citation. His most recent sorties before being shot down had been:

20 April 1942 - Mannheim (4.45)
29 April 1942 - Cherbourg (3.55)
30 April 1942 - Cologne (4.20)
6 June 1942 - Emden (4.35)
7 June 1942 - GARDENING (3.55)
9 June 1942 - GARDENING, Ile de Juist (4.40)
18 June 1942 - Osnabruck (missing)

NOBLE, F/L Carman Douglas, DFC (J15080) - **Member, Order of the British Empire** - No.214 Squadron - Award as per **London Gazette** dated 1 October 1946 and AFRO 1059/46 dated 8 November 1946. Story of MBE exploits published, "For You The War is Over", **Roundel**, March 1961. On his 57th sortie, shot down by Bf.110 which set aircraft on fire but was downed by mid-upper gunner. Aircraft exploded at low altitude and he was thrown clear; four survivors from crew.

Flight Lieutenant Noble was forced to abandon his aircraft on the 18th June, 1942, when it was shot down near the Dutch-German frontier. He and another member of the crew began to walk westward and, on the fourth day, were arrested by two Dutch policemen. After a struggle, Flight Lieutenant Noble succeeded in getting away and continued alone till he reached the outskirts of Arnhem, where he was again arrested and sent to a prisoner of war camp at Sagan in Germany. While there, he himself made three unsuccessful attempts at escape and aided in the escape of many other prisoners. Early in 1943, he attempted to get away in a garbage wagon but was discovered before it left the camp. Shortly afterwards, he made a similar attempt in a truck loaded with tree branches but was discovered before the truck passed the camp entrance. In June, 1943, a mass attempt was made by 26 prisoners of whom Flight Lieutenant Noble was one. They planned to escape as they were being marched to the

showers but the attempt was discovered within half an hour and all were recaptured the following day. Between June, 1943 and March, 1944, Flight Lieutenant Noble took part in various tunnel digging operations and was also a member of the escape committee. On 25th March, 1944, a tunnel was successfully broken and 75 officers escaped through it. Flight Lieutenant Noble was immediately apprehended on the discovery of the escape and subsequently sentenced to three weeks solitary confinement. In January 1945, the camp was evacuated and the prisoners forced to march to Bremen. One extremely cold night, Flight Lieutenant Noble was instrumental in arousing or finding shelter for men who were on the verge of collapse from fatigue or cold. He was responsible on that occasion for saving at least 20 lives. Flight Lieutenant Noble was liberated on 2nd May 1945. His enthusiasm and keenness never failed despite the many disappointments and punishments which he had to undergo. Throughout his imprisonment his services were of the highest value to his fellow prisoners.

RCAF file 45-19-15A, "Prisoners of War - Escape of - Interrogations" (National Archives of Canada, RG.24 Volume 5372) has a report dated 15 September 1945, based on an interrogation conducted on 12 September 1945 by F/L E.B. Easson, Directorate of Intelligence, AFHQ:

The aircraft in which this officer was flying was shot down on the night of 18/19 June 1942, in Germany near the Dutch-German border. He was the navigator of a Stirling aircraft of No.214 Squadron. He parachuted down and on reaching the ground found that he was badly burnt in the face and both arms. He put his mae west, parachute and part of his uniform in a ditch and covered them over. He travelled due west for two days, travelling at night and lying up by day. With him on this trip was Flight Sergeant Bergin, one of the gunners of his crew. On the third morning after the crash, Noble's burns were becoming very painful and he approached a Dutch farm house for aid which he was refused as the farmer considered it too dangerous to harbour him. On the fourth night he and Bergin were walking down the road when they were picked up by two Dutch police and taken to a village south and east of Zwolle and searched. Noble and Bergin were able to struggle with the two police officers. Bergin, however, only knocked down his opponent and made off without waiting to deal with him effectively or disarm him. The policeman, quickly recovering, gave chase and Noble learnt later that Bergin was recaptured that same day. Noble on his part made sure he had knocked out his man and taking both his revolver and bicycle then escaped, as by this time Bergin and his opponent had disappeared.

On his fifth night of travelling, Noble approached a farm house, roused the occupant by knocking and asked for help and medical aid, but was refused both. On this and the following night, he continued cycling west and south. Towards morning of the 27th June he suddenly ran into two police on the outskirts of Arnhem, who took him into custody. A close watch had been kept for him after his encounter with the other police officer and these two men had seen him coming down the road before he had observed them.

Judging that he was still armed and was a dangerous character, based on his previous activity, they marched him three miles with his hands over his head to the police office where he was given his first search, his revolver taken from him, and then turned over to the Gestapo. Here he was intensely interrogated but no violence was used. He feigned illness and poor memory and they gave up questioning him. On the next day he was given into the custody of the Luftwaffe in Arnhem where he received good attention and had his burns treated and dressed. On the same day he was taken to Amsterdam, still with the Luftwaffe, but here he received bad treatment for three days, being kept in a cell continuously without any conveniences, subjected to over-heating of his cell at intervals and receiving no medical care although his burns required dressing. Flight Lieutenant Noble said it was a German Naval Air Officer who was in command there and responsible for this ill treatment but he never was able to learn his name. On the fourth day he left Amsterdam, arriving the same day at Dulag Luft. Here he was put in hospital for three weeks. He was not interrogated on Service matters or incidents except from the time of his landing by parachute. Noble felt that he was not questioned further because, as he thought, it was evident that others of his crew had been captured and some had talked. At the end of three weeks, on securing no information from him, he was sent to Stalag Luft III, this about the end of July 1942.

In this camp Noble attempted three unsuccessful escapes himself and aided in the escapes of other prisoners. Early in 1943 he tried to escape in a garbage wagon but was caught within the camp area. Shortly afterward he attempted a break again, this time in a truck loaded with tree branches but was discovered before the truck got free of the camp.

In June 1943 an arranged break was attempted by 25 of the prisoners of whom Noble was one. They had all been supplied with passports and were to make the attempt as they were marched to showers which had been set up in a newer compound 400 yards distant. Unfortunately the break was discovered within half an hour, and by next day all but one prisoner had been recaptured. Noble

managed to get to Buchwalde, a small railway station near Sagan, and there boarded a train, but the alarm was out and all passports were being checked. He carried the passport of a Norwegian artisan but when the police were about to call at the fictitious address on this passport, he was forced to acknowledge his true identity.

The small sporadic attempts to escape from Stalag Luft III were now generally abandoned and from July 1943 to March 1944, the prisoners organised and busied themselves on three tunnels in preparation for a major break. Noble was on the Escape Committee and in charge of one wing. He had aided in minor or simulated escapes which had been, in some cases, put on for diversionary purposes. He had collected information for escapes and had passed on the feasibility of certain plans of escape. The prisoners had three tunnels under construction on which they endeavoured to keep shifts working continuously. Noble was a shift boss in the tunnelling work. In September 1943, one tunnel was discovered, later one had to be abandoned, and the third was used in the break of March 1944. The night of 24/25 March was set for the break and it was planned that 160 men could escape by the tunnel. Eighty men actually passed through the tunnel exit. Five of these were caught close to the exit and of the remaining 75, the prisoners in Stalag III learnt about ten days later, that most of them had been recaptured and 50 of them shot. One of these was Squadron Leader Roger Bushell, who was in charge of the Escape Committee. Noble during this break had been working in the tunnel passing the men through and when discovery came, he was one of the four men operating the tunnel who were immediately apprehended. As punishment he received three weeks solitary confinement. Later he was given two further periods of three weeks each of solitary confinement, and each time without a charge being laid against him. He requested in writing from the Camp Commandant a reason for these two later penalties but received no satisfaction.

Late in June 1944, as part of a defence plan, because some of the prisoners were concerned for their own safety due to the possibility of a sudden end of the war, a fourth tunnel was started, but when about two-thirds finished, the prisoners were moved from this camp. On the 26th January 1945, the prisoners began their journey from Stalag Luft III to Bremen. This was made partly on foot and partly by railway cattle car, arriving at Bremen about the 6th February 1945. While in Stalag III and on the march, the BBC news was received, taken down and distributed by "readers" to the men of the various sections. Flight Lieutenant Noble took part in this work. Also while en route to Bremen he was Group Captain L.E. Wray's adjutants.

This interrogation has been read by Group Captain L.E. Wray, the Senior British Officer at Stalag III, who is now a staff officer at this Headquarters and he states that the information contained herein is to his knowledge correct. He wishes to add that Flight Lieutenant Noble was most helpful to him and rendered valuable aid while he was SBO and also while en route to Bremen. On this march, one extremely cold night, Noble was instrumental in arousing men who were giving up from fatigue and cold and keeping them on the march or helping to get them into cover. Group Captain Wray states that he judges Flight Lieutenant Noble was responsible for saving the lives of at least 30 men on this occasion.

The crew of the aircraft in which Flight Lieutenant Noble crashed as given by him as follows:

S/L Nixey - pilot - killed
F/L Mitchell - 2nd pilot - POW
F/L Noble - navigator - POW
Sergeant Pearson - WOP - killed
Sergeant Melville - engineer - killed
Sergeant Buckley - gunner - killed
Sergeant Bailey - gunner - POW
Sergeant Bergin - gunner - POW

Notes: As of 1948 reported to have flown 700 hours as navigator, involved in two crashes.

Application for Operational Wing dated 30 May 1945 stated he had flown 51 sorties (roughly 330 hours), January 1941 to June 1942. Elsewhere he stated he had flown 37 sorties (218 hours) with No.40 Squadron.

A statement of flying times dated 2 August 1949 gives times on types as follows: Battle (25.00), Anson (160), Wellington (340), Stirling (210), Expediter (8.00) and Harvard (12.30).

Statement dated 31 December 1965 gave most recent types - C-47 (601), C-45 (593), Harvard (53), North Star (84), C-119 (18), Otter (11) T-33 (54) and CF-100 (ten).

Various notes in file suggest he attended No.13 OTU and flew 62 sorties.

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NOBLE, G/C Edward Clark (C4063) - **Officer, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946. Born in Toronto, 29 December 1900. Entered University of Toronto, 1918. An associate of Dr. Charles Best. "One of the first members of the University of Toronto insulin team and came within a coin toss of replacing Charles Best as Frederick Banting's assistant during the summer of 1921. Noble performed important early studies helping to characterize insulin's action, and he coauthored many of the original papers describing insulin." (James R. Wright, "Almost Famous: E. Clark Noble, the Common Thread in the Discovery of Insulin and Vinblastine", <http://www.cmaj.ca/content/167/12/1391.full.pdf>. Enlisted in Toronto, 15 November 1940 in Medical Branch. Granted rank of Wing Commander, 1 March 1941. At No.7 ITS as of 6 January 1942. To Trenton, 11 May 1942. To "Y" Depot, 19 February 1944. Date of arrival overseas uncertain. Promoted Group Captain, 1 April 1944. Repatriated 19 July 1945. To No.1 Air Command, 4 August 1945. Retired 5 October 1945. Reverted to Squadron Leader when he rejoined postwar RCAF Auxiliary, 1 August 1946 (120381) with No.400 Squadron, Toronto. Promoted Wing Commander, 1 June 1951. Retired 14 September 1954 to live in Richmond Hill. Died in Toronto, 18 May 1978. RCAF photo PL-41137 (ex UK-17695 dated 28 December 1944) taken at meeting of senior medical officers overseas - Air Commodore J.W. Tice (Director of Medical Services, AFHQ, Ottawa), Major-General C.P. Fenwick (Director General of Medical Services for the Canadian Army, NDHQ, Ottawa), Major-General R.M. Luton (Director General of Medical Services for the Canadian Army Overseas) and G/C E.C. Noble ((Director of Medical Services for the RCAF Overseas).

This officer is very largely responsible for the excellent medical services available to the Royal Canadian Air Force Overseas. He has ably handled the liaison with Royal Air Force Medical Services with tact and diplomacy which is noteworthy. To Group Captain Noble goes a large portion of the credit for providing Royal Canadian Air Force Medical services to Royal Canadian Air Force personnel on a far greater scale than originally intended. He not only administered the overseas Medical Services but his frequent visits to units to personally supervise his staffs and to gain first hand experience on the problems to be faced were a source of inspiration to all ranks.

Note: Memo to Air Member for Personnel dated 17 March 1941 assessing various Medical Officers described him as follows:

One of the best qualified physicians in the RCAF who has carried out his medical and administrative duties with one hundred percent efficiency.

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NOBLE, Corporal Franklin Thomas (R139120) - **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 9 August 1919. Home in Markdale, Ontario; Enlisted in Hamilton, 10 November 1941 for General Duties and posted to No.2 Manning Depot. To No.12 SFTS, 27 November 1941. Promoted AC1, 10 February 1942. Promoted LAC, 10 May 1942. To "Y" Depot, 22 February 1943. To RAF overseas, 27 March 1943. Repatriated 22 January 1946. Retired 9 March 1946. 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 17 months in Canada, 23 months overseas.

Corporal Noble has been in charge of the aviation petrol installations on the unit, and has been a conscientious and willing worker, often working many hours overtime to do the job. He deserves much credit for his work and is highly deserving of the award of Mention in Despatches.

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NOBLE, LAC Ian (R116164) - **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. Born 19 June 1921 in Virden, Manitoba. Home in Birtle, Manitoba; enlisted Winnipeg, 7 July 1941. Trained as aero engine mechanic at Technical Training School, St.Thomas, 14 August to 29 December 1941 (promoted AC1, 20 December 1941); served at No.1 ANS, Rivers, 30 December 1941 to 16 March 1942. Posted overseas, 29 April 1942; to No.420 Squadron, 19 June 1942; promoted LAC, 1 July 1943; posted to No.1695 (Base) Defence Training Flight, 10 April 1944; repatriated 6 August 1945; released 24 September 1945. Certificate forwarded 12 October 1948.

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NOBLE, P/O James Graham (J85551) - **Distinguished Flying Cross** - No.619 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 3 September 1911 at Mill Bay, British Columbia. Home in Vancouver; enlisted there 6 November 1941. To No.3 Manning Depot, 2 December 1941. To No.7 ITS, 11 April 1942; graduated and promoted LAC, 5 June 1942 but not posted to No.3 AOS until 20 June 1942; graduated and promoted Sergeant, 9 October 1942. To "Y" Depot, 3 November 1942; to RAF overseas, 22 November 1942. Promoted Flight Sergeant, 9 April 1943. Promoted WO2, 9 October 1943. Commissioned 22 March 1944. Promoted Flying Officer, 22 September 1944. Repatriated by air, June 1945. To Yarmouth, 23 July 1945. To No.8 Release

Centre, 11 September 1945. Retired 27 September 1945. Medal presented 5 March 1949. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty."

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NOBLE, F/O Paul Newman Joseph (J23968) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 28 February 1924 in Alliston, Ontario; home there. Enlisted 30 March 1942. Trained at No.6 ITS, No.4 BGS and No.9 AOS. Commissioned 1943. Retired 12 February 1947. Rejoined RCAF again, 29 November 1948 (17851); retired in Edmonton, 28 December 1968. 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 2/881 has recommendation dated 21 September 1944 when he had flown 48 sorties (261 hours 35 minutes), 15 February to 20 September 1944.

15 February 1944 - Berlin
19 February 1944 - Leipzig
20 February 1944 - Stuttgart
24 February 1944 - Schweinfurt
25 February 1944 - Augsburg
1 March 1944 - Stuttgart
15 March 1944 - Stuttgart
18 March 1944 - Frankfurt
22 March 1944 - Frankfurt
24 March 1944 - Berlin
26 March 1944 - Essen
30 March 1944 - Nuremburg
20 April 1944 - Cologne
22 April 1944 - Dusseldorf
24 April 1944 - Karlsruhe
26 April 1944 - Essen
27 April 1944 - Freidrichshafen
1 April 1944 - Lyons
3 April 1944 - Mailly le Camp
10 April 1944 - Dieppe
12 April 1944 - GARDENING, Heligoland
3 June 1944 - Calais
5 June 1944 - Longues
7 June 1944 - Foret de Cerisy

8 June 1944 - Fougères
9 June 1944 - Rennes
10 June 1944 - Tours
15 June 1944 - Lens
27 June 1944 - Oisemont
2 July 1944 - Oisemont
10 July 1944 - L'Hey
12 July 1944 - Thirvirny
15 July 1944 - Nucourt
19 July 1944 - Rolles
23 July 1944 - Donges
24 July 1944 - Stuttgart
25 July 1944 - Stuttgart
28 July 1944 - Hamburg
15 August 1944 - Eindhoven
16 August 1944 - Kiel
18 August 1944 - Connantre
25 August 1944 - Russelsheim
26 August 1944 - Kiel
29 August 1944 - Stettin
3 September 1944 - Eindhoven
12 September 1944 - Frankfurt
15 September 1944 - Kiel
20 September 1944 - Calais

Flying Officer Noble has now completed 48 operational sorties, 27 of which have been with the Pathfinder Force. The majority of the targets attacked have been heavily defended German areas.

This officer is a set operator of special equipment used in the squadron, and the member of a good Blind Marker crew. He is now on his second tour of operations and has proved himself to be an efficient set operator, with plenty of grit and determination. His first tour has been a hard one with some hazardous operations. Over Nuremberg, on the 30th March 1944, his aircraft was hit and extensively damaged, and the mid-upper gunner baled out. Flying Officer Noble continues, however, to display commendable zest for operations.

His devotion to duty has been of a high order, and he is well worthy of the award of the Distinguished Flying Cross.

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NOBLE, F/O Stanley Roy (J21041) - **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 14 January 1921 at Spillamacheen, British Columbia; home in Vancouver; enlisted there 27 February 1942 and posted to No.3 Manning Depot. To No.8 Repair Depot, 1 April 1942. To No.4 ITS, 23 May 1942; graduated and promoted LAC, 17 July 1942 but not posted to No.8 BGS until 15 August 1942; graduated 9 October 1942 and posted next day to No.2 AOS; graduated and commissioned, 20 November 1942. To Mountain View, 28 November 1942. To No.7 BGS, 14 December 1942. Promoted Flying Officer, 20 May 1943. To "Y" Depot, 19 July 1943. To RAF overseas that same date. Promoted Flight Lieutenant, 20 November 1944. Repatriated, 8 December 1944. To Western Air Command, 20 January 1945. To No.8 Release Centre, 15 March 1945; retired 16 March 1945. Medal presented 15 May 1948. RCAF photo PL-33092 (ex UK-15348 dated 26 September 1944) taken after a raid on Boulogne; F/O Roy Noble (bomb aimer, Ghost Squadron, Armstrong, British Columbia) talking to WAAF Section Officer Benita Tory (Dorchester). No citation other 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 30 October 1944 when he had flown 33 sorties (195 hours 15 minutes), 23 June to 25 October 1944.

Flying Officer Noble has proven himself to be an outstanding member of a gallant crew, possessing great courage and tenacity of purpose. His co-operation, coolness and devotion to duty contributed to a major degree to the successful operational tour completed by his crew and to the operational efficiency of the squadron as a whole. His sorties include many major targets such as Essen, Stuttgart, Dortmund, Bottrop, Emden, Russelheim, Bremen, Brunswick, Hamburg and Wesseling as well as special French targets which required precision bombing such as Bois de Casson, St.Leu, Foret de Chantilly and La Pallice. On each occasion Flying Officer Noble bombed successfully and has secured many good photographs.

The sortie list was as follows:

23 June 1944 - Gardening (6.55)
24 June 1944 - Gardening (7.25)
26 June 1944 - Gardening (5.55)
27 June 1944 - Gardening (6.20)
18 July 1944 - Weseling (6.00)
28 July 1944 - Hamburg (5.50)

1 August 1944 - Acquet (4.30)
3 August 1944 - Bois de Casson (5.35)
4 August 1944 - Bois de Casson (5.25)
5 August 1944 - St. Leu (5.40)
7 August 1944 - Mer de Magna (4.40)
8 August 1944 - Foret de Chantilly (5.50)
9 August 1944 - Coulonvillers (4.15)
10 August 1944 - La Pallice (7.05)
12 August 1944 - Brunswick (6.30)
14 August 1944 - Falaise (4.55)
15 August 1944 - Soesterburg (4.15)
16 August 1944 - Stettin (4.40, duty not carried out)
18 August 1944 - Bremen (6.15)
25 August 1944 - Russelheim (9.30)
6 September 1944 - Emden (4.05)
10 September 1944 - Le Havre (4.35)
12 September 1944 - Dortmund (5.20)
17 September 1944 - Boulogne (4.25)
20 September 1944 - Calais (3.35\
25 September 1944 - Calais (5.05)
26 September 1944 - Calais (5.55)
27 September 1944 - Bottrop (6.45)
28 September 1944 - Cap Gris Nez (3.35)
4 October 1944 - Bergen (6.40)
6 October 1944 - Dortmund (7.00)
19 October 1944 - Stuttgart (7.40)
23 October 1944 - Essen (6.50)
25 October 1944 - Essen (6.05)

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NODDER, F/L Horace James (J14733) - **Mention in Despatches** - No.22 OTU (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 23 December 1920 in Winnipeg; home there (order clerk); enlisted there 11 December 1941. To No.5 Manning Depot, 7 January 1942. To No.3 ITS, Victoriaville, 9 May 1942; graduated and promoted LAC, 4 July 1942; posted that date to No.1 BGS, Jarvis; graduated 28 August 1942 and posted next day to No.4 AOS, London; graduated and commissioned 9 October 1942. To "Y" Depot, 23 October 1942. To RAF overseas, 27 October 1942; arrived in UK, 5 November 1942; to No.22 OTU, 24 November 1942; to No.420 Squadron, 18 February 1943, proceeding with that unit to North Africa. Promoted

Flying Officer, 9 April 1943. To No.71 General Hospital, 13 August 1943 following a crash landing (broken ankle with complications). No.2 BPD, 15 August 1943; returned to UK, 27 September 1943 and admitted to No.10 Canadian General Hospital; to No.22 OTU, 15 April 1944; promoted Flight Lieutenant, 9 October 1944; repatriated 23 March 1945; released 30 May 1945. Returned to Winnipeg where he resumed prewar career with General Electric. Transferred in 1949 to Saskatoon. In 1966 he was transferred back to Winnipeg, where he retired from General Electric in 1985. Served in postwar RCAF as Auxiliary Personnel Administrative Officer, 30 June 1955 to 30 June 1957 (No.406 Squadron, Saskatoon, service number 70745). Died in Winnipeg, 19 October 2000.

On repatriation he filed a report stating he had flown 23 sorties (116 operational hours) and 87 non-operational hours overseas. While described as a "steady and reliable bomb aimer" in No.420 Squadron, it is the views of his superiors at No.22 OTU that gained him recognition. Thus, on 14 November 1944 he was described as "A keen, hard-working officer - also uses his initiative - has good personality and has a good power of command" and on 26 January 1945 G/C F.E. Nuttall wrote, "A very good officer. Hard working and intelligent. Possesses good power of command." However, there is no specific recommendation for the Mention in Despatches.

Note: Notes: In crew of Wellington HE964, 2 June 1943, No.1 Overseas Aircraft Delivery Unit, landing at Peterborough. Aircraft lost power on takeoff and struck an obstruction, which damaged both propellers and set up vibrations. Aircraft force-landed with heavy damage to tail plane, bomb doors. Pilot was 164471 F/L R.N. Gourlie (later DFC in No.420 Squadron). Others in crew were J14769 P/O L.A. Arnold (navigator, later DFC), J14733 Horace James Nodder (bomb aimer, later Mentioned in Despatches), 1271075 Sergeant Heybourne (WAG), J20002 P/O Heath (rear gunner), and passengers R123511 LAC O'Shaughnessy and R115567 LAC Martin.

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NOLAN, WO1 Douglas Keith (R82650) - **Mention in Despatches** - No.7 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 25 June 1917 (birth date on MI.9 report). Home in Carleton Place or Ottawa (civil servant); enlisted there 21 January 1941 and posted to No.2 Manning Depot. To No.2 WS, 1 March 1941; promoted LAC, 18 August 1941; to Trenton, 9 December 1941; to No.1 BGS, 3 January 1942; graduated and promoted Sergeant, 2 February 1942. To "Y" Depot, 3 February 1942. To RAF overseas, 27 February 1942. Promoted Flight Sergeant, 2 August 1942. Promoted WO2, 2 February 1943. Promoted WO1, 2 August 1943. Further trained at No.14 OTU (Cottesmore). Shot down 14 April 1943 with No.7 Squadron; evaded capture and reached Gibraltar which he left on 5 August 1943, reaching Liverpool on 11 August 1943. Repatriated 28 September 1943. To "Y" Depot, 31 October 1943. To Mountain

View, 26 November 1943. To No.4 BGS, 6 March 1944. Reclassified as Armourer (Guns), 1 July 1944 To No.3 Release Centre, 4 January 1945. Discharged 30 January 1945. Certificate mailed 30 August 1948. Died in Carleton Place, 1 July 1976.

Public Record Office WO 208/3314 has his MI.9 report of evasion (submitted jointly with 914890 Sergeant Frederick George Arthur Weight, rear gunner) as follows:

We took off from Oakington at 2100 hours on 14 April 1943 to bomb Stuttgart. The other members of the crew were:

P/O Taylor (pilot)
S/L Lunney (navigator)
WO Ness (bombardier)
Sergeant Smith (engineer) and
Sergeant Morley (wireless operator)

We bombed our target and on our way back were attacked by fighters. We shot one down and were then hit ourselves, and our aircraft was set on fire. At about 0200 hours the pilot gave the order to bale out. We were the first two to bale out and we and S/L Lunney all landed within a quarter of a mile of each other. We have no knowledge of the fate of the other members of the crew.

We came down in flat country in a ploughed field about 20 miles east of Chalons-sur-Marne (Northwest Europe 1:250,000, Sheet 9).

We all buried our parachutes and walked in an easterly direction until about 0700 hours, when S/L Lunney, who had dislocated his shoulder, said he could not carry on. He told us that he intended to stop and try to get some medical attention. He insisted that we should carry on and would not even let us get help for him. Much against our will we left him and continued walking until 1100 hours. We then stopped a man in the road and asked him for help. He would not assist us, but pointed out the direction of the nearest village. A little later we saw a labourer working in a field whom we approached. He called another man nearby. They gave us to understand that they could not help, but that they were willing to sell us some clothes. Neither of us speaks more than a few words of French, and most of the conversation was carried out by means of signs. They took us to a hut nearby and told us to wait there while they went to St. Souplet-sur-Py, north of Chalons-sur-Marne, to get some clothes.

They returned about 1300 hours with a man and his wife, and also some food and clothes. From this point our journey was arranged for us.

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NOONAN, F/L Daniel Edward (J4863) - **Distinguished Flying Cross** - No.416 Squadron - Award effective 27 September 1944 as per **London Gazette** dated 3 October 1944 and AFRO 2373/44 dated 3 November 1944. Born in Kingston, Ontario, 2 September 1921; home there. Artillery cadet, 1939. Enlisted in RCAF, Kingston, 30 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 4 November 1940 when posted to No.6 EFTS; graduated 3 January 1941 when posted to No.4 SFTS; graduated and promoted **Sergeant**, 17 March 1941. Instructed for a time at No.12 SFTS. Commissioned 1 February 1942. Promoted Flying Officer, 18 March 1942. To "Y" Depot, 15 November 1942; to RAF overseas, 10 December 1942; promoted Flight Lieutenant, 18 March 1943. Repatriated 8 March 1945; to "Y" Depot again, 13 April 1945; to RAF overseas again, 1 May 1945; repatriated 5 August 1945; released 17 September 1945. Rejoined RCAF, 25 March 1949 as Chaplain, serving at Canadian Joint Air Training Centre, Rivers, Manitoba to at least August 1950. Died in Victoria, 18 January 2010. Credited with the following victories: **5 September 1943**, one Bf.109 destroyed (shared with three other pilots); **3 November 1943**, two Bf.109s destroyed (one shared with F/L A.H. Sager); **28 June 1944**, two Bf.109s destroyed (one shared with F/O A.J. Fraser); **27 July 1944**, one FW.190 destroyed.

Flight Lieutenant Noonan has flown on many sorties against a variety of targets. He has always shown the greatest keenness to engage the enemy and has destroyed at least five enemy aircraft during his present tour of operations. He has also achieved outstanding success against ground targets at all times. An excellent and inspiring leader, this officer has set a splendid example to the remainder of his squadron.

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NORDBYE, FS Gordon Leo (R149600) - **Distinguished Flying Medal** - No.166 Squadron (deceased) - Award effective 6 June 1944 as per **London Gazette** dated 25 January 1946 and AFRO 244/46 dated 8 March 1946. Born in Aylesbury, Saskatchewan, 29 August 1923; home in Silvertown, British Columbia (farm labourer). Enlisted in Regina, 30 December 1941 for General Duties; to No.11 SFTS, 8 January 1942; promoted AC1, 30 March 1942; promoted LAC, 30 June 1942; to Botwood, 23 July 1942; to Shelbourne, 16 November 1942. To No.5 Manning Depot, 14 January 1943. Working as a batman, he remustered to aircrew, 12 March 1943 when posted to Trenton. To No.3 BGS, 1 May 1943; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 20 June 1943. Embarked from Canada, 23 June 1943; disembarked in Britain, 1 July

1943. To No.81 OTU, 8 July 1943. To No.1662 Conversion Unit, 21 August 1943. Detached to Binbrook, 26 August to 5 September 1943. To No.166 Squadron, 12 November 1943. Promoted Flight Sergeant, 11 March 1944. Killed in action 7/8 June 1944, buried in France.

Flight Sergeant Nordbye has participated in many sorties over enemy territory as mid-upper gunner. His skill and unwearied watch have contributed largely to the successes achieved by his crew. On one occasion when his aircraft was attacked by an enemy fighter this airman's accurate return fire caused the enemy fighter to break off the engagement. Throughout, Flight Sergeant Nordbye's courage and devotion to duty have been highly commendable.

The website "Lost Bombers" has the following on his last sortie. Lancaster DV367 of No.166 Squadron (AS-T), target Versailles, 7/8 June 1944. DV367 was a Mk.1 and was delivered to No.166 Squadron 14 November 1943. It took part in the following operations: Berlin, 18/19 November 1943; Berlin, 22/23 November 1943; Berlin, 22/24 November 1943; Berlin, 26/27 November 1943; Berlin, 2/3 December 1943; Berlin, 16/17 December 1943; Berlin, 23/24 December 1943; Berlin, 29/30 December 1943; Berlin, 1/2 January 1944; Berlin 2/3 January 1944; Brunswick, 14/15 January 1944; Berlin, 27/28 January 1944; Berlin, 30/31 January 1944; Berlin, 15/16 February 1944; Leipzig, 19/20 February 1944; Stuttgart, 15/16 March 1944; Berlin, 24/25 March 1944; Nuremberg, 30/31 March 1944; Mailly-le-Camp 3/4 May 1944; Versailles, 7/8 June 1944 (lost). When lost this aircraft had a total of 362 hours. DV367 was one of two 166 Squadron Lancasters lost on this operation (the other was LM126). Airborne at 2359 hours, 7 June 1944 from Kirmington to bomb railway facilities in support of the Normandy landings. Shot down by a night-fighter and crashed near St-Cyr-l'Ecole (Yvelines). Crew was F/L R.Powdrill, DFC (RCAF), Sergeant H.E.W.Simpson, DFM, Flight Sergeant T.W.Hill, DFM, Flight Sergeant R.Osborne, DFM, Flight Sergeant L.Wright, DFM, Sergeant G.L.Nordbye, DFM (RCAF), and Flight Sergeant L.M.G.Baker, DFM (RAAF), all killed.

Notes on Training: At No.81 OTU, 8 July to 13 August 1943. Flew in Whitley V aircraft (16.10 day, 13.00 night); previous flying listed as 41.50 (day) and no night flying. Took part in three ground exercises with clay pigeons. Air training was one air-to-sea, one "self-tow" and three air-to-air on ten-foot drogue (3.9 percent hits). Took part in three camera gun exercises. Ground subjects in Aircraft Recognition (88 percent), Browning Gun, practical (76 percent), Turrets, practical (50 percent), Practical Harmonisation (69 percent), Gun Cleaning and Maintenance (75 percent) and Running Commentary (65 percent).

While at No.1662 Conversion Unit he was attached to No.1481 (Bomber) Gunnery Flight (27 August to 5 September 1943) where assessed as "Above average". A general report from No.1662 Conversion Unit gives flying time in "Training Flight" as five hours 15 minutes.

Assessment: An assessment of him by his Commanding Officer (W/C Donald A. Garner, No.166 Squadron) dated 10 May 1944 seems at odds with his performance as a gunner: "Lacks qualities of a potential officer and is in no way suited for a commission. Not recommended." The station commander of Kirkington, G/C H.R. Graham, added on 10 May 1944, "Educationally this NCO is not suitable to hold commissioned rank. Moreover, Sergeant Nordbye has failed to display any qualities of leadership, not has he shown any marked interest or zeal in his duties. He is a pleasant individual who means well. I am of the opinion that if he held a commission he would be the type of officer who is criticised by his subordinates." G/C W.C Sheen (Commander, No.13 Base) added, 15 May 1944, "A slow, timid, vacuous and quite uninspiring individual. He does not even display the qualities one expects of an NCO, let alone an officer. I cannot see him as anything but a liability as an officer. He just gets by as an air gunner, although how, I cannot understand, for he appears half asleep. Definitely not recommended." These remarks became moot when he was reported missing.

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NORMAN, F/L Donald Maxwell (J17290) - **Air Force Cross** - No.7 OTU - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945. Born 14 April 1922. Home in Windsor, Ontario; enlisted there 7 January 1941. Trained at No.3 ITS (graduated 21 April 1941), No.12 EFTS (graduated 3 July 1941) and No.1 SFTS (graduated 13 September 1941). Served on postwar RCAF, 16 October 1950 to 6 October 1969 (32654), retiring to White Rock, British Columbia. As of recommendation he had flown 1,214 hours, including 210 hours as instructor (all in previous six months). RCAF photo PL-2779 is of Windsor airmen (all AC2 rank at the time) - Front row, J.R. Wood, J.G. Burnet, D.M. Norman, C.R. Wharram; back row, C.N. Bunney, J. McFarlane, D.C. McNab, R. Murdock, W.S. Snyder, P.E. Wynn.

This officer is a keen, industrious and capable flying instructor who has always imparted a high standard of training to his pupils. He has shown great ability in instilling in his pupils the benefits of his operational experience. His willingness to accept any task and carry it through to a successful conclusion is most commendable. His devotion to duty at all times has been much in evidence throughout his instructional career.

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NORRIS, F/L Howard Russell (J10968) - **Air Force Cross** - No.1 FIS - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945. Born in Regina, 18 October 1920. Educated there and enlisted there, 4 June 1940. Trained at No.1 ITS (graduated 20 July 1940), Regina Flying Club (graduated 16 September

1940) and No.1 SFTS (graduated 21 November 1940; promoted Sergeant 1 January 1941). At Flying Instructor School, Trenton, 1 January to 24 February 1941. Instructed at No.10 SFTS, Dauphin, 24 February 1941 to 15 October 1944 (promoted Flight Sergeant, 1 December 1941, WO2 on 1 January 1942, and commissioned 31 March 1942) before going to No.1 IFS, Deseronto, where he served until 11 August 1948 (technically on strength of Station Trenton for much of this time). At Station Clinton (Adjutant and CADO), 16 August 1948 to 9 September 1951 (promoted Squadron Leader, 1 January 1949); RCAF Staff College, September 1951 to May 1952; No.412 Squadron, Rockcliffe, 1 June 1952 to 1 February 1953 (promoted Wing Commander, 1 January 1953); AFHQ from 2 February 1953 to 4 June 1956; to No.3 AFS, Gimli, 5 June 1956 until 2 November 1956; No.1 AFS, Saskatoon, 3-23 November 1956; No.3 (AW) OTU, Cold Lake, 24 November 1956 to 4 March 1957; to No.432 Squadron, 5 March 1957. Killed 5 September 1957 in crash of CF-100 No.18455 following solo aerobatics at CNE Air Show (pulled up, flamed out, went into inverted spin and crashed; F/O R.C. Dougall also killed; buried in Beechwood Cemetery, Ottawa). As of AFC recommendation he had flown 2,863 hours, of which 2,670 had been as instructor, and 204 had been in previous six months.

This officer is a keen, energetic and capable flying instructor who has been engaged on flying instructional duties for over four years. He has at all times taken a vital interest in his work and has contributed greatly to the organization of the Instrument Rating Qualifying Courses. His skill and great devotion to duty have contributed greatly to the efficient training of aircrew.

NOTE: He had been recommended on 10 May 1945 by S/L K.A. McKechnie, Instrument Flying Wing, Camp Mohawk. It was supported by G/C A.B. Searle (10 May 1945), A/C A.D. Ross (28 May 1945) and A/C Martin Costello (Chairman, Honours in War Committee, 9 July 1945). The original submission was more detailed:

A very energetic and capable officer and instructor who has been instructing for over four years, first as an NCO and then as an officer. This officer has always displayed a keen interest in his work and during the past seven months, whilst at this unit, has been of invaluable assistance in helping to organize the Instrument Rating Qualifying Courses. In addition to his normal work this officer has always been very active in station activities and has put considerable time and energy into this work.

He had one serious incident as an instructor; on 18 May 1942 (Crane 8039), three miles north of Gilbert Plains, he was demonstrating forced landing procedure and stalled at 50 feet, hitting the ground before regaining control; only slight injuries; ruled "Error in judgement."

His own record shows something of how instructors were trained. At Trenton he flew 22 hours 40 minutes solo and 24 hours 15 minutes dual on single-engined aircraft plus four hours 40 minutes solo and four hours dual on twin-engine aircraft. He obtained the following marks: Airframes, 87 percent; Engines, 87 percent; Airmanship, 60 percent; Navigation, 79 percent. He was graded as "Average pilot; slow, steady type, quiet manner. Will make a good single-engine instructor" and given "C" Category status. On 6 January 1943 his status was raised to A2 when he was tested on such subjects as Sequences, Voice, Manner, Ability to Impart Knowledge, and Ability as a Pilot.

When he personally took the IFS course (10 May to 22 May 1943) he spent 37 hours 20 minutes on Oxfords. He was tested on Instrument Flying Under the Hood (40 out of 50), Beam Procedure in Link (34 out of 50), Beam Flying by Day (40 out of 50), Beam Flying by Night (35 out of 50) and Weather Flying (70 out of 100). In this last category, he was being gauged on ability to fly accurately on instruments in cloud (50 marks) or on beam in low cloud or poor visibility (50 marks).

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NORSWORTHY, A/S/L Hugh Hoyles (J5114) - **Distinguished Flying Cross** - No.439 Squadron - Award effective 19 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 9 October 1921 in Montreal (father a war veteran); home in Westmount, Quebec. Attended Bishop's College (Lennoxville) and McGill (one year of engineering); enlisted in Montreal, 14 August 1940. At No.2 Manning Depot, Brandon, 14 August to 30 September 1940; at No.2 ITS, Regina, 30 September to 26 October 1940. While there he was second in a class of 60 - "Excellent type - definitely officer material". There he had taken mathematics, armament, visual Link Training, Drill, Law and Discipline. At No.13 EFTS, St.Eugene, 26 October to 22 December 1940 (Finch aircraft - 26.30 dual, 28.55 solo; "As a student he was above average in absorbing the particulars of flying. Has a particular liking for aerobatics and is above average in instrument flying. Impresses me as being good officer material. Average on Link Trainer. " Here his training was Armament, Airframes, Aero Engines, Signals/Practical, Theory of Flight,. Air Navigation, Armament/Oral, and assessed on personal qualifications - graduated 3rd in class of 36.); at No.8 SFTS, Moncton, 23 December 1940 to 7 May 1941 where he trained on Ansons - flew 31.20 (Day Dual), 55.55 (Day Solo), 2.45 (Night Dual), 6.00 (Night Solo). Courses in Airmanship, Armament, Air Navigation, Signals, Maintenance. Qualified for flying badge on 7 April 1941. To "Y" Depot, Halifax, date uncertain. Embarks for UK, 31 May 1941. Taken on strength of No.3 PRC, Bournemouth, 21 June 1941; to No.54 OTU, 23 June 1941 (Oxford, Beaufighter, Blenheim - 92.20 hours); to No.85 Squadron, 8 September 1941 (Havoc, 28.20 hours); to No.1 BAC, 30 October 1941 (Anson, Oxford, 24.00 hours); to No.85 Squadron, 10 November 1941 (Havoc, Mosquito, 459.35 hours; shot down a Do.217, 17 January 1942, shared with HMS **Walpole**.); to No.3 Squadron, 29 January 1943

(Hurricane, Typhoon, 74 hours); to FIU (Experimental), 25 March 1943 (Beaufighters, Mosquitoes, Havocs, Hurricanes, 143.35 hours); to No.3 Squadron, 25 August 1943 (Typhoon, 15 hours). Attended Junior Commanders Course - 10 October 1943 to uncertain date; to No.3 Squadron, 31 October 1943 (Typhoons, 17 hours); to Repatriation Depot, 29 November 1943 for one month's leave in Canada; to overseas embarkation unit, 24 February 1944; taken on strength of No.3 PRC, Bournemouth, 1 March 1944; to No.439 Squadron, 8 March 1944 (Typhoons, 140 hours); to Repatriation Depot, 26 September 1944; to No.2 Release Centre, Lachine, 8 February 1945. Released 15 February 1945. Returned to McGill University (BA), then to Harvard Business School. Joined Alcan, and after retirement taught at McGill Business School. Chairman of the Board, Selwyn House and 25 years with the Victoria Order of Nurses. Died in Montreal, 23 January 2013.

This officer is a courageous and skilful leader and has played a prominent part in the success of the squadron he commands. He has participated in many sorties during which sixteen small vessels have been destroyed. Much of the success achieved can be attributed to this officer's inspiring leadership and great tactical ability. On one occasion whilst flying over a town on the South coast his aircraft caught fire. Displaying great skill and coolness, Squadron Leader Norsworthy effected a successful crash-landing in the only available open space in the area.

NOTE: Public Record Office Air 2/9159 has recommendation drafted 1 July 1944 when he had flown 181 sorties (300 operational hours).

This officer is now on his second tour of operations, having previously completed 200 operational hours on night fighters during the period 7 September 1941 to 21 November 1943. During this time he has destroyed ½ Dornier 217; after four months with No.3 Squadron re-equipping with Typhoons he was posted to FIU [Fighter Interception Unit] where he did outstanding experimental flying and also continued night operational flying. Returning to No.3 Squadron for three months he did 25 operational hours and sank one 2,000-ton ship. He shared in the destruction of 16 tugs, coasters and "R" Boats.

After a short leave in Canada he returned to take over command of No.439 Squadron (Typhoon bombers) on 6 March 1944. Since then he has completed 75 operational hours. He has taken a prominent part in the operations of No.143 Wing and has consistently led his squadron with outstanding skill and courage both on the Radar attacks before D Day and subsequently in close support of 21 Army Group.

Towards the end of May, his aircraft caught fire in the air while flying at 4,000 feet over a thickly populated area on the south coast. Instead of bailing out, he crash landed his aircraft in flames in the only available open space, thereby probably saving many lives.

His leadership and coolness have been largely responsible for the very high state of morale and efficiency which exists in his squadron today.

RCAF Press Release No.4543 dated 17 April 1944 reads:

Commanding Officer of an RCAF fighter-bomber squadron in Britain, Squadron Leader Hugh M. Norsworthy, Westmount, Quebec, has the unusual distinction of sharing the destruction of an enemy aircraft with a British destroyer. A "half" was credited to the pilot and H.M.S. Walpole after a discussion between R.A.F. fighter command and the British Admiralty, but S/L Norsworthy cheerfully observed, "The argument was a bigger headache than the fight".

The incident occurred January 17, 1941, when S/L Norsworthy was flying with an R.A.F. night-fighter squadron. A few Nazi aircraft were attacking a British convoy off Harwich under a layer of ten-tenth clouds. The escort ships were throwing up a hail of anti-aircraft fire when the Canadian whipped through the clouds, so he promptly climbed back above the cloud layer and noticed a lone enemy aircraft. He recalled: "A Dornier 217 was flying along right in front of me, taking shots at the Harwich balloons. He shot two of them down, then I shot him down. He went through the clouds on fire and came out over the destroyer Walpole and she let a salvo go at the aircraft and it went on into the sea".

He is also credited with destroying a 2,000-ton ship, which he sank with bombs off the Dutch Islands in September, 1942. He also shared in the destruction of other enemy ships. The squadron of which he was a member was the leading fighter unit in destruction of sea-craft at that time.

S/L Norsworthy completed a tour of operations as a night-fighter in this squadron. The squadron later converted to Mosquitos and, when he was due for an operational rest, he transferred to an RAF Typhoon squadron. Three months later, he was ordered to an experimental unit where, he says: "We flew anything with wings and an engine there". He rejoined his Typhoon squadron to complete his second tour and returned to Canada last November on a month's leave. During his leave, he married the former Jane Grimley, of Montreal and

Philadelphia. He returned overseas as Commander Officer of his present Canadian squadron of which he says: "They'll be the best in the air force".

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*NORTH, F/O Allan Kingdom (J25932) - **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 1916 at Clayton, England; home in St.Catharines, Ontario (machine operator). Trained at No.3 ITS, No.11 EFTS and No.16 SFTS. Commissioned 1943. Posted to No.426 Squadron, 13 May 1944; posted to No.22 OTU on 28 September 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." DHist file 181.009 D.4431 (RG.24 Vol.20649) has recommendation dated 14 August 1944 when he had flown 29 sorties (136 hours 35 minutes), 19 May to 12 August 1944.

This officer has completed 29 sorties against the enemy, many of the against heavily defended targets in Germany. During these sorties he has always shown a great keenness and a desire to be in the thick of things. He is cool at all times and shows a complete disregard for danger. He has always set an excellent example to other members of the squadron, both by his personal attitude and his fine operational record.

The sortie list was as follows:

19 May 1944 - Franceville (4.40)
22 May 1944 - Le Mans (not completed)
24 May 1944 - Trouville (3.55)
6 June 1944 - Houlgate (4.30)
7 June 1944 - 48.58N 02.06E (5.40)
9 June 1944 - Le Mans (6.10)
12 June 1944 - Cambrai (5.10)
15 June 1944 - Boulogne (3.30)
16 June 1944 - Sterkrade (4.30)
17 June 1944 - Neuville (4.20)
21 June 1944 - St. Martin (4.00)
23 June 1944 - Birntques (4.25)
24 June 1944 - Bamieres (3.45)
27 June 1944 - Foret d'Eawy (4.15)
28 June 1944 - Metz (6.45)
1 July 1944 - Biennais (3.50)
5 July 1944 - Biennais (3.45)

6 July 1944 - Conquereaux (4.10)
17 July 1944 - Caen (4.30)
18 July 1944 - Wesseling (5.30)
20 July 1944 - L'Hey (3.20)
23 July 1944 - Donges (5.30)
25 July 1944 - Stuttgart (8.40)
31 July 1944 - Foret le Croc (4.05)
3 August 1944 - Foret de Nieppe (3.35)
5 August 1944 - St.Leu d'Esserent (4.55)
7 August 1944 - TOTALIZE 5 (5.10)
9 August 1944 - Foret de Nieppe (3.40)
10 August 1944 - La Pallice (6.20)
12 August 1944 - Falaise (3.55)

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NORTHCOTT, S/L Geoffrey Wilson (J15088) - **Distinguished Flying Cross** - No.416 Squadron - Award effective 12 August 1943 as per **London Gazette** dated 27 August 1943 and AFRO 2322/43 dated 12 November 1943. Born in Rapid City, Manitoba, 25 November 1920. Enlisted 3 June 1940. To No.1 Manning Depot, 4 June 1940, Trained at No.1 ITS, No.6 EFTS and No.1 SFTS; graduated and promoted Sergeant, 17 June 1941. Arrived in UK, 11 April 1941. No.401 Squadron, 10 June 1941 to 23 July 1942; commissioned 29 November 1941; to Middle East Command, 1 May to 20 August 1942, serving with No.603 Squadron to 5 August 1942. To No.53 OTU, 20 September 1942 to 3 May 1943; promoted Flying Officer and Flight Lieutenant, 1 October 1942; with No.416 Squadron, 3 May 1943 but immediately attached to No.402 Squadron, with which he served until July 1944; promoted Squadron Leader, 15 March 1943. Repatriated to Canada, August 1944; returned to UK, 20 January 1945. Promoted Wing Commander and posted to No.126 Wing, 27 January 1945, serving there to 6 August 1945 and again 21 September 1945 to 30 March 1946. Three tours. Repatriated in March 1946, released 3 June 1946. TCA pilot; active in RCAF Auxiliary, 14 August 1947 to 1955. In 1955 joined Trans-Air Limited; General manager in April 1956. In 1959 he was Vice-President in charge of survey operations, Spartan Air Services. Died October 1978. RCAF photo PL-44897 (ex UK-22503) shows him after being invested with DSO, DFC and Bar, accompanied by his brother, Sergeant C. Northcott. RCAF photo PL-44898 (ex UK-22504 dated 5 July 1945) shows him alone outside Buckingham Palace following DSO investiture. RCAF photo PL-44899 (ex UK-22505 dated 5 July 1945) shows S/L A.B. Brenner following investiture congratulating W/C C.W. Northcott on his award of the DSO. Photo PL-55018 taken postwar during Exercise SIGNPOST shows him as OC No.19 (Auxiliary) Wing with W/C Ernest A. Alexander (No.442 Squadron) and W/C Bill Barker (No.443 Squadron). Chris Shores, **Aces High** (2nd edition) lists his victories with aircraft flown as follows: **22 November 1941**, one Bf.109 damaged (Spitfire AD418, "Y"); **12 February 1942**, one

Bf.109 damaged (no identifiable aircraft); **16 May 1942**, one Bf.109 damaged (No.603 Squadron, Malta, "C"); **23 June 1942**, one Bf.109 damaged (No.603 Squadron, Malta, "N"); **26 June 1942**, one Z.1007 damaged (No.603 Squadron, Malta, "Z", shared with another pilot); **9 July 1942**, one Bf.109 probably destroyed (No.603 Squadron, Malta, "N"); **13 July 1942**, one Ju.88 destroyed plus one Ju.88 damaged (No.603 Squadron, Malta, "N"); **13 August 1942**, one Ju.88 destroyed (No.229 Squadron, Malta, "L", shared with another pilot); **27 June 1943**, one Bf.109 destroyed (No.402 Squadron, EP120 "A"); **2 August 1943**, two Bf.109s destroyed (EP120); **22 August 1943**, one FW.190 destroyed (EP120); **4 September 1943**, one FW.190 destroyed (EP120); **3 October 1943**, one Bf.109 damaged (EP120); **24 October 1943**, one FW.190 destroyed (EP120); **3 November 1943**, one Bf.109 destroyed (BM535, "A"); **1 May 1945**, one FW.190 damaged (Spitfire coded JEFF).

This officer, who has completed fifty-five operations, has displayed outstanding ability. He has destroyed three enemy aircraft and damaged several more. In addition he has participated in several effective attacks on shipping. By his personal example he has won the confidence of all with whom he has flown.

NOTE: Public Record Office Air 2/4995 has recommendation drafted by W/C Lloyd Chadburn, 26 July 1943.

This officer has completed one tour of operations and is now starting his second. He has at all times shown a keen desire to destroy the enemy wherever they are found. He has completed 55 sweeps over enemy territory and spent four months in the defence of Malta. As Squadron Commander of 416 Squadron he has proved himself a very efficient and capable leader instilling confidence in officers and men of the squadron. He has personally destroyed three enemy aircraft, probable destroyed one more and damaged five others as well as completing a number of effective strikes against enemy shipping.

On 26 July 1943, G/C E.A. McNab wrote:

This officer is an aggressive and intelligent Squadron Commander who inspires confidence in his pilots and airmen. Through his personal ability he is deserving of the Distinguished Flying Cross.

This was endorsed by Air Vice-Marshal Roderic Hill, Air Officer Commanding, No.12 Group, on 1 August 1943 and approved by Air Marshal Sir Trafford Leigh-Mallory, Air Officer Commanding-in-Chief, Fighter Command on 11 August 1943.

NORTHCOTT, S/L Geoffrey Wilson, DFC (J15088) - **Bar to Distinguished Flying Cross** - No.402 Squadron - Award effective 29 December 1943 as per **London Gazette** dated 31 December 1943 and AFRO 297/44 dated 11 February 1944.

Since being awarded the Distinguished Flying Cross this officer has participated in a large number of sweeps, during which he has destroyed four enemy aircraft, bringing his victories to at least nine destroyed. Squadron Leader Northcott's fine fighting spirit has been an inspiration to all members of the squadron he commands.

NORTHCOTT, S/L Geoffrey Wilson, DFC (J15088) - **Distinguished Service Order** - No.402 Squadron - Award effective 26 September 1944 as per **London Gazette** of that date and AFRO 2373/44 dated 3 November 1944.

This officer has completed two tours of operational duty and throughout has set an example of skill, gallantry and devotion to duty of the highest order. In recent operations in Normandy, his squadron has provided fighter cover over the beaches and convoy area, often in bad weather and, during these missions, Squadron Leader Northcott has displayed gallant and inspiring leadership. This officer has destroyed nine enemy aircraft.

Public Record Office Air 2/9159 has recommendation by W/C John Checketts drafted 11 July 1944 stating he had flown 303 sorties (450 operational hours of which 150 hours had been since his previous award. The submission read:

Squadron Leader Northcott is now completing his second tour on operations and has destroyed nine enemy aircraft, including two bombers, probably destroyed one and damaged six enemy aircraft.

During his first tour of operational duty in England and later in Malta he displayed exceptional ability and keenness as a fighter pilot during a particularly difficult period.

Since taking command of No.402 (Canadian) Squadron in June 1943, he immediately showed himself to be an exceptionally aggressive and capable leader and has led the wing on many occasions.

During recent operations in Normandy his squadron has provided fighter cover over the beaches and convoy area, usually before first light and after dark, often in very bad weather conditions. No.402 Squadron under his exceptional

leadership has discharged its tasks in an exemplary manner in keeping with the traditions of the RCAF.

The inspired leadership and example set by this fine officer is worthy of special recognition. I therefore strongly recommend him for the Distinguished Service Order.

The Group Captain commanding Tangmere Sector (name illegible on form) wrote on 15 July 1944:

I have known this officer for a considerable period in Tangmere Sector and regard him as a fine natural leader and an outstanding Squadron Commander. He has been recommended for appointment as a Wing Leader on several occasions in view of his exceptional qualifications which are reflected in the splendid morale and efficiency of his squadron in which he has inspired and developed an aggressive spirit.

Squadron Leader Northcott now returns to Canada for a rest. I strongly recommend this gallant officer for the immediate award of the Distinguished Service Order.

An Air Commodore (name illegible) wrote on 31 July 1944:

Throughout this officer's second tour he has show an splendid aggressive spirit and remarkable powers of leadership. The latter has been an inspiration to all who followed him, particularly during the invasion of Normandy operation. I consider his very large total of operational hours flown, coupled with his very fine leadership and personal successes obtained during the two tours well merits the award of the Distinguished Service Order to this very fine officer.

The award was further recommended by Air Marshal Roderic Hill, Air Officer Commanding, Air Defence Great Britain, on 10 August 1944, and approved by Air Chief Marshal Trafford Leigh-Mallory, Air Officer Commanding-in-Chief, Allied Expeditionary Air Force, on 14 August 1944.

NORTHCOTT, S/L Geoffrey Wilson, DSO (J15088) - **Officer, Order of Orange-Nassau with Swords (Netherlands)** - Award effective 6 February 1948 as per AFRO 81/48 of that date. Public Records Office Air 2/9293 has recommendation drafted when he was a Wing Commander:

In operational command of No.126 Wing, Royal Air Force [sic], stationed at the aerodrome Heesch from February until April 1945, through his excellent work has greatly contributed to the liberation of the Netherlands.

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NORTHERN, F/L Edward (J14566) - **Distinguished Flying Cross** - No.420 Squadron (deceased) - Award effective 30 April 1944 as per **London Gazette** dated 21 December 1945 and AFRO 155/45 dated 15 February 1946. Born 7 December 1917 in Sheffield, England; home in Toronto (clerk-stenographer and teletype operator with Toronto Police, 1936 to 1938 and with Controller of Meteorology, 1938 to 1941. Enlisted in Toronto, 10 September 1941. At No.1 Manning Depot, Toronto, 27 October to 20 November 1941. On strength of No.31 OTU, Debert, 21 November 1941 to 26 January 1942 (non-flying duties). Trained at No.5 ITS, Belleville, 27 January to 28 March 1942 when promoted to Leading Aircraftman. Further trained at No.22 EFTS, Anienne Lorette, 29 March to 6 June 1942 and No.5 SFTS, Brantford, 7 June to 9 October 1942. Commissioned 25 September 1942. To "Y" Depot, Halifax, 10 October 1942. To RAF Trainees Pool, 22 October 1942. Disembarked in Britain, 9 November 1942. Trained at No.9 (P) AFU, 6 October to 9 February 1943. Attended No.23 OTU, 10 February to 24 July 1943 (but attached to No.311 FTU from 30 June to 24 July 1943; promoted Flying Officer, 25 March 1943). Emplaned from Britain to North Africa, 24 July 1943 on posting to No.420 Squadron. Returned to Britain with that unit, 6 November 1943. Attached to No.1659 Conversion Unit, 9 December 1943 to 9 January 1944 when reposted to No.420 Squadron. Promoted Flight Lieutenant, 1 January 1944. Killed in action 30 April/1 May 1944 (Halifax LW476) - name on Runnymede Memorial. He was reported to have flown 29 missions at the time of his loss.

This officer has completed as pilot and deputy flight commander 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 last sortie. Halifax LW476 of No.420 Squadron (PT-J), target Somain, 30 April/1 May 1944. Airborne at 2115 hours, 30 April 1944 from Tholthorpe to bomb rail installations. Cause of loss not established. Presumed crashed in the sea. Crew were F/L E.Northern, DFC (RCAF), Sergeant L.S.Franklin, RCAF, F/O F.W.Morrison (RCAF), WO1 N.Venber (RCAF), Flight Sergeant C.H.Lines, Sergeant W.H.Young (RCAF), F/O A.H.Hall (RCAF), all killed.

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NORTHOVER, F/L Harold William (C4221) - **Mention in Despatches** - No.5048 AMES - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March

1945. Enlisted in Hamilton, 24 February 1941 as Radar Officer; immediately commissioned as Flying Officer and attached to RAF overseas. Promoted Flight Lieutenant, 29 December 1941. Repatriated 28 February 1945. To No.1 Air Command, 18 March 1945. To Moncton, 13 April 1945. To No.4 Radio School, 15 April 1945. To No.4 Release Centre, 19 June 1945. Retired 23 June 1945. Living in Toronto in June 1949. No citation.

RCAF Press Release dated 19 December 1944 from one "Crampton" read:

The Japanese troops were only four miles away. Their camp-fires, even the fires of enemy base could be clearly seen at night. Our own troops, north of Maungdaw, were 20 miles away. Yet, for three months during 1944, Flight Lieutenant Harold Northover, of Hamilton, Ontario, and Corporal Harold McElmore, of Winnipeg, with 21 other men, all from the British Isles, lived and worked securely aboard a barge in this the most advanced unit on the whole Arakan front.

Life did not always seem secure to the little complement of men, though no attack came during the three months of January, February and March when they were stationed there. The R.A.F. and the Navy saw to that. But as the monsoon season approached, violent storms blew up, and eventually the unique station was withdrawn. The next day, a Jap army bomber flew up and down the island close by which they had been anchored and gave it a pounding. A small detachment of the R.A.F. Regiment, also awaiting withdrawal, was still there, but there were no casualties.

Then there was the night when Northover and several of his men nearly drifted ashore, where certain capture awaited them. They fixed the broken feed system of their small power-boat's engine by siphoning petrol from the tank into a can, puncturing the bottom of the can and placing it directly over the carburator. By the time they had done all this, they were almost aground. They still don't know how they managed to get back to their barge undetected.

Northover, small wiry and bespectacled is, at 47, probably the daddy of all Canadian radio mechanics. He joined up in the last war at the age of 16, spent most of it in the Royal Canadian Navy. His naval experience is one reason why he was chosen to command this advanced radio outpost aboard a 120 foot former coal-barge. The barge had no power of its own. Even if it had, a certain knowledge of seamanship would have been necessary, but without that power, a knowledge of how to handle anchors, kedges, winches and cables, and how to

use them to manoeuvre the barge to bring her head into wind was essential. In time, every air force man on the barge became something of a seaman.

They tried to become fishermen, too, but somehow or other they had no success. Rations and mail were brought monthly by a small coastal steamer under escort. The former was almost always mainly bully beef. In the crystal clear water surrounding them, all kinds of edible fish swam nonchalantly by, and the men thought they were in a grand spot to vary their rations from the sea. But never a fish did they catch. "Those so-and-so fish are educated," they remarked in disgust, when they finally gave up trying. It appeared the fish could go even for bits of air force rations and eat them up smartly as long as they were not on a hook.

The radio-camp-barge was removed during the monsoon season and the two Canadians are not with it now. Their overseas tour completed, they expect soon to be home in Canada.

Northover was one of the first Canadian radio men in India and was responsible for the installation of many important stations in the radio chain. He has been stationed in Bombay and Karachi, and on the Northwest Frontier, as well as in the Arakan. He was on the N.W. Frontier at the time that the Germans were besieging Stalingrad and the threat to India, via the Caucasus and Persia, was becoming grimly real.

He joined the Canadian Army in 1914 at Halifax, Nova Scotia, his birthplace. When his age was discovered, he was ruled out for overseas for at least two years, so he wangled a transfer to the navy, spent much time at sea, on naval and merchant ships as a wireless operator, and also spent three months helping man the famous Lurcher lightship at the mouth of the Bay of Fundy, weathering several heavy storms and one Hurricane during his time there. He stayed in the navy for a year after the war, and was in H.M.S. Stadacona which conducted the late Admiral Lord Jellicoe on a survey of Canada's Pacific Coast defences. He remembers rowing ashore one day with the Admiral seated beside him on the thwart, bending an oar like any ordinary seaman. When he left the navy, he went into radio manufacturing and has been production engineer of several well-known firms. He joined the R.C.A.F. early in 1940 and less than two months later was on his way overseas.

McElmore joined the R.C.A.F. in 1941 and was a member of the first class of radio mechanics at the University of Manitoba. He went overseas in October

1941. Before joining the air force he was an electrician at the C.N.R. shops in Winnipeg and is particularly proud of the fact that he worked in the electrical wiring of the locomotive that hauled the Royal Train from Vancouver East during Their Majesties visit to Canada in 1939.

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NORTHRUP, F/L James Ronald (J11816) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 30 April 1920 at St.John, New Brunswick; home in Cowichen Lake, British Columbia. Enlisted in Vancouver, 13 June 1941 and posted to No.2 Manning Depot. To No.11 Equipment Depot, 7 August 1941. To No.4 ITS, 1 September 1941; graduated and promoted LAC, 8 November 1941 when posted to No.18 EFTS; to No.3 SFTS, 3 January 1942. Graduated and commissioned, 22 May 1942. To No.15 SFTS, 23 May 1942. To No.3 SFTS, 2 August 1942. Promoted Flying Officer, 22 November 1942. To "Y" Depot, 27 September 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Promoted Flight Lieutenant, 22 May 1944. Repatriated 8 June 1945. To Western Air Command, 20 June 1945. To No.5 OTU, 25 July 1945. To No.4 Release Centre, 17 September 1945. Retired 19 September 1945. Died in Vancouver, 24 October 2006. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 Vol.1761 (RG.24 Vol.20609) has recommendation dated 18 January 1945 when he had flown 22 sorties (127 hours 55 minutes), 6 October to 30 December 1944.

As captain of aircraft, Flight Lieutenant Northrop has taken part in a very large number of sorties during which he has successfully attacked such targets as Hamburg, Castrop-Rauxel and Cologne. He has displayed skill 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 Northrop has rendered valuable service.

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NORTHWOOD, Fl/O Margaret Constance (V30317) - **Member, Order of the British Empire** - AFHQ (Directorate of Air Force Recruiting) - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Winnipeg;, 2 March 1909; educated at Rupert's Land Ladies' College, Kelvin Technical School (Winnipeg) and Mademoiselle de Palerne's School (Versailles, France). Enlisted in Ottawa, 13 November 1942 and posted to No.7 Manning Depot with rank of Acting Section Officer (Administration Branch). To AFHQ, 28 November 1942 (Personal staff officer to W.A. Bishop). Confirmed as Section

Officer, 15 December 1942. Promoted Flight Officer, 1 December 1943. To Canadian Joint Staff, Washington, 16 December 1944. Retired 17 December 1946. Died in Victoria, 3 March 1987 as per British Columbia Vital Statistics.

Since this officer's appointment to the Royal Canadian Air Force she has displayed outstanding loyalty and devotion in the execution of her duties. This officer's position as Personnel Staff Officer has entailed responsibility and hard work, requiring long hours of duty. She has done much in fostering high morale within the service and in the building up of good public relations. In every way she has proved herself an extremely able assistant.

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NORTON, F/L Albert John (J11961) - **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 31 December 1918. Enlisted in Ottawa, 22 July 1941 and posted to No.1 Manning Depot. To No.1 SFTS (guard), 9 August 1941. To No.1 ITS, 10 October 1941; graduated and promoted LAC, 6 December 1941; posted that date to No.4 AOS; to No.4 BGS, 14 March 1942; graduated and promoted Sergeant, 25 April 1942 when posted to No.2 ANS. Commissioned 25 May 1942. To No.1 CNS, 13 June 1942. To No.5 AOS, 25 June 1942. Promoted Flying Officer, 25 October 1943. To "Y" Depot, 31 March 1943. To RAF overseas, 15 May 1943. Promoted Flight Lieutenant, 25 May 1944. Repatriated 23 November 1945. Retired 30 January 1946. Died in Ingersoll, Ontario, 25 July 2010 as per **Ottawa Citizen** of 26 July 2010. RCAF photo PL-60895 (ex UK-23047 dated 7 August 1945) shows him in Ceylon; caption describes him as "Navigator bomber" and says that he was Mentioned in Despatches for evacuating army casualties behind the then Jap lines in Burma. With four years service he has flown in East Africa, Burma, Ceylon and over Thailand."

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NORTON, FS Edward Clinton (R86407) - **Mention in Despatches** - No.423 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Name rendered as "Clinton Edward Norton" on pay card. Born in Starbuck, Manitoba, 10 February 1915. Worked four years as a machinist's helper in mines, mechanic for "Northern Equipment" in 1938 and farming with his father in 1939-1940. Enlisted in Winnipeg, 9 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 29 January 1941. To No.12 Equipment Depot, 7 February 1941. To No.3 ITS, 22 April 1941. Graduated and promoted LAC, 8 June 1941 when posted to No.10 EFTS. Flew 14 hours in Fleet aircraft before he ceased training and posted to Trenton, 25 June 1941 ("Airman completely lacking in judgement and co-ordination. He was unable to judge distance on landings, was unable to keep straight on take-

offs. He has a great deal of courage but no natural ability.” Reclassified as Airframe Mechanic, 11 July 1941 when he reverted to AC2; posted to Technical Training School, 15 August 1941. Promoted AC1, 20 December 1941; to No.3 BGS, 29 December 1941. Promoted LAC, 1 April 1942. To “Y” Depot, 21 April 1942. To RAF overseas, 13 June 1943. To No.423 Squadron, 10 July 1942. Promoted Corporal, 17 November 1942. Promoted Sergeant, 24 June 1943. Promoted Flight Sergeant, 1 December 1944. To Repatriation Depot, 5 July 1945 and returned to Canada by air. To Debert, 23 July 1945. Retired 24 September 1945. Died in Winnipeg, 1 August 1983 as per **Legion Magazine** of November 1983.

Notes: When interviewed in Winnipeg, 17 June 1940, he expressed a willingness to be an air gunner if it would mean going overseas early. “A little polish in military contacts and school will develop this man good. Air crew material.” The interviewing officer (a F/O Taylor) was clearly wrong, for when he got to EFTS he was praised for his courage yet inept at flying. In this matter, an intermediary report is interesting, that from No.3 ITS (4 May to 9 June 1941). He obtained reasonably good marks in subjects and placed 107th in a class of 264. The Commanding Officer wrote of him, “Patriotic feeling - good Scottish descent - tough and rugged - Active - Quick in replies - Decisive - Dependable - Enjoys hard work - Good leader - Straight forward. Very good material. Polite and courteous. Type who would go through any tough assignment with plenty of punch.”

Although there is nothing to indicate exactly why he was recommended for the award, his assessment for 28 December 1944 described him (via checks in appropriate boxes) as follows:

Appearance and Bearing: “Neat - meets all ordinary requirements”,
Mental Alertness: “No particular difficulty in understanding.”
Power of Expression: “States what he means clearly.”
Self-Confidence: “Sufficient self-assurance - does not back down too easily.”
Initiative: “Has excellent ideas and does not hesitate to present them.”
Energy and Persistence: “Vigorous, enthusiastic in all he undertakes.”
Accuracy and Reliability: “Can rely upon him to successfully complete the most difficult jobs.”
Co-Operation: “Definitely promotes harmony and good will among his associates.”
Interest in Station Activities: “Active in promoting Station activities.”
Leadership: “Able to provide good leadership”
Service Knowledge: “Searches for ways to improve his service knowledge.”
Trade Proficiency: “Superior - knows his work and does it well.”
Administrative Ability: “Organizes effectively and gets things done.”
Dependability: “Can definitely depend upon his loyalty.”

An assessment dated 29 March 1945 stated, “Flight Sergeant Norton is an above average NCO. He manages his section with efficiency and devotion to duty.” (S/L C.A. Cunningham).

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NORTON, W/C John Hamilton, MC, DFC (C1381) - **Member, Order of the British Empire** - No.1 Y Depot - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Southend, Essex in October 1896 and, after leaving school, was employed as an insurance broker at Lloyds of London. Enlisting in the Essex Yeomanry as a Trooper in August 1914, he was commissioned in the Reserve Regiment of Cavalry, via the Special List, that November, but remained employed in the U.K. until transferring to the Royal Flying

Corps and gaining his Royal Aero Club Certificate in February 1916. Posted to No. 12 Squadron out in France in July of the same year, he completed around 80 operational sorties before being transferred to No. 13 Squadron in March 1917, Army co-operation work that comprised bombing raids and spotting for the artillery, in addition to photography, and other hazardous work. In March 1917, Norton transferred to No. 13 Squadron as a Flight Commander, which appointment quickly led to the award of his first Military Cross for gallant work during the battle of Arras in the following month (log book excerpts are relevant). On 9 April 1917, a few days after his MC exploit, BE2e was hit by shellfire and he was compelled to make a crash-landing, though he and his Observer, Captain T. L. Tibbs, emerged unscathed from the wreckage. While on the 28th, during a contact patrol, his aircraft was attacked by five enemy machines, the resultant damage causing another rapid descent. But pilot and Observer once more emerged unscathed, Norton in fact going on to complete around 60 operational sorties before being ordered back to the U.K. to take up appointment as an instructor at the Central Flying School at Upavon in June. A brief home appointment in No. 62 Squadron having followed in August-September 1917, Norton was next posted to the Middle East, where he joined No. 113 Squadron in Palestine, a component, in common with No. 14 Squadron, of 5th Corps Wing. Moreover, his name appeared on a list of pilots attached to the following Routine Order: "The following officers are detached for special duty and will proceed immediately to headquarters of the Arab forces near Akabah. All officers upon arrival will report to Colonel T. E. Lawrence, or his representatives in Akabah, attached to the headquarters of Shereef Feisal, and will remain under their orders during forthcoming operations." Thus ensued a memorable chapter in his active service career, a chapter described at length in a series of articles that were subsequently published in *The Liberty* magazine in America in 1934 - "I Flew Lawrence in War-Crazed Arabia, by Captain John H. Norton, as told by J. B. L. Lawrence" (see below). Norton's Flying Log Book for this period reveals around 80 operational sorties, the Bar to his M.C. being awarded for deeds near Jaffa on 10 January 1918, although his award of the DFC. may have been won for later services as C.O. of 'C' advanced Flight, No. 142 Squadron, in which capacity he remained employed until returning to the Home Establishment in September 1918. In August 1919, however, he returned to the Middle East, this time as Staff Captain (S.O. 3, Air) at the Palestine Brigade's H.Q. in Ismalia and his final appointment, prior to resigning his commission in September 1920, was as a Flight Lieutenant in No. 111 Squadron. Settling in California in the 1920s, where he worked for Canada Life insurance - and was a member of the Hollywood

Cricket Team - Norton moved to Vancouver in the mid-1930s and, on the renewal of hostilities, joined the RCAF in Winnipeg, Home on enlistment given as Winnipeg; enlisted there 8 November 1939 in Administration Branch. Wing Commander as of 1 August 1941. At AFHQ as of 13 January 1942. To "K", 9 October 1943. To No.1 Aircrew Graduate Training School, 31 January 1944. To No.2 Aircrew Graduate Training School, 15 October 1944. To "Y" Depot, Moncton, 28 February 1945. To No.10 Release Centre, 26 October 1945. To Eastern Air Command Headquarters, 15 December 1945. To No.1 Release Centre, 5 February 1946. Retired 6 February 1946, eventually retired to Spain, where he died at Gerona in January 1975.

Wing Commander Norton has served with the Royal Canadian Air Force since November 1939. His sound organizing ability enabled him to carry out his duties as Senior Organizational Officer of a Training Command in a most capable manner. During two years of service with the Royal Canadian Air Force in Washington his discretion and efficiency did much to maintain the good relations that existed between the Royal Canadian Air Force and other services. For the past months his command of the complex No.1 "Y" Depot has been an outstanding success. His service has at all times been marked by outstanding ability and devotion to duty.

Note: Medals sold at auction by Dix-Webb-Noonan, 12 December 2013; catalogue information included the following excerpts from First World War logbook:

28 July 1916 - an attack on a bridge in the Somme region: "Bombs fell near railway track. A.A. very good. Lt. Watkins caught fire from direct hit. Own fuselage badly shot."

29 August 1916: "Bombed Bois de Loupart. Attacked by hostile machine - two rounds through cockpit, one through coat. Forced landing. Ran into telephone pole. Crashed machine's wings dismantled."

15 September 1916: "Bombed Bapaume. Squadron came down to 500 feet. Tyson hit. Archie and Onions very bad. 20 hostile machines. Recrossed at 1000."

17 September 1916: "Bombed Marcoing station. Blew up large ammunition dump on railway line. Formation attacked south of Cambrai by about 40 hostile machines. Honey and Patterson lost. Four F.Es lost from escort."

7 April 1917: 'Wire reconnaissance. Examined wire from 200-400 feet four miles behind line. Engine and machine badly hit by M.G. fire - awarded Military Cross."

The **Liberty Magazine** article lacks dates; would be difficult to corroborate these articles against his Flying Log Book, but the following extracts are illustrative of his claimed encounters with Lawrence: On arrival at Lawrence's Headquarters near Akabah:

Lawrence came among us and greeted us heartily. I was to learn later that he never shook hands and hated to be touched in any way. Another amazing thing about the man that I noted from the first was that he never looked any one in the face. Instead he stared at one's shoes intently I watched Lawrence carefully. His face interested me. It seemed to change with every word he spoke. It was the most mobile face I have ever seen. He couldn't have been more than 27 or 28, yet I felt the force and strength of personality that I was to see accomplish so much later. His bluish-grey eyes, rather deeply set, reflected humour and at the same time were strangely hard. They seemed almost held in place by his unusually high cheek bones.

Under Lawrence's watchful eye at a formal dinner with Feisal

The sheikh beside me suddenly turned to me and grunted happily. Then he thrust in his fist and brought out the smoking liver. He handed it to me. I had my hands full. But a quick glance from Lawrence and a slight nod told me that I must not refuse. It was a gesture of friendliness. I took the liver and jammed it down my throat. It was no hard task - I was so hungry! Lawrence kept looking at me and signified by smacking his lips that I was to show pleasure at the gift. I smacked my lips and grunted. It pleased the sheikh so much that he offered me another bit and another ...

Piloting Lawrence and a "Train Wrecking" Mission:

I was ready and waiting at dawn the next morning. During the night an army lorry had brought two little wooden boxes from the railway station for Lawrence, and he had these carted out to the machine when he came to join me. He was dressed in the same khaki tunic and slacks and still carried his grip. He personally superintended the stowing of the two mysterious boxes in the rear cockpit where he was to sit. "You don't mind taking these boxes too, do you?" "Not at all, sir. May I ask what they contain?" "Flowers," he said with a quiet chuckle. "Tulips." I nodded. We all had heard of the man's eccentricities. If he wanted to bring tulips, it was all right with us.

We pulled up quickly, circled the airdrome once, and then headed south-east toward the Pilgrim Railway beyond which lay Azrak, Lawrence's destination. I was careful to parallel the Turkish lines rather than to fly over them, because I

feared enemy machines – not so much for myself as because I had so valuable a passenger.

Soon we were over Ramieh, with its Crusaders' Tower. We passed on over Ludd. Here Lawrence tapped my shoulder. I turned in my seat to receive a pencilled note. "That is where St. George, patron saint of England, lies buried," it stated. Soon we could see Jerusalem with its mosques and spires, and beyond, the valley of the Jordan, with the Dead Sea shimmering in the early-morning haze. I saw an airplane in the distance. Fearing a battle at this time, I swung far to the right and gave it full gun. Fortunately the other pilot did not see us. Now we were over Jericho - the River Jordan twisting below like a wriggling caterpillar. Es Salt - funny name, what? Amman, still in Turkish hands. The Pilgrim Railway.

A short distance beyond the railway, Lawrence again tapped my shoulder and pointed downward, indicating that I was to land. As always, we were immediately surrounded by hordes of gesticulating tribesmen. I was too busy to pay much attention to Lawrence. When I turned to help him alight, I was astounded. Instead of the insignificant-looking individual who had climbed in with me two hours before, a resplendent figure in pure white silken robes, with headcloth of gold and red and a magnificent curved dagger at his belt, stood up in the cockpit. The Arabs hailed him as a brother.

Two soldiers in khaki shorts and tunic appeared from among the crowd of Bedouins. Lawrence introduced them to me smilingly as "Lewis, Australian," and "Stokes, British." They were nicknamed, it seemed, after the particular machine guns they were nursing. "Will you please help them with my boxes, Captain?" Lawrence asked me as he started for Ali's tent. I hopped to the rear cockpit and grabbed one of the two little wooden boxes. I was about to toss it to Lewis and Stokes when the latter yelled aloud in horror. "What's the matter?" I asked. "They're only flowers!" "Flowers! Excuse me, sir, but who told you that?" "Colonel Lawrence himself."

Both Lewis and Stokes began to roar with laughter. I grew a bit annoyed. "Well?" Stokes explained: "You see, sir, Colonel Lawrence calls 'em tulips because he plants 'em under the railway. But most people call 'em sticks of dynamite!" I leaned weakly against the side of the machine. Dynamite! If my landing had been a little rougher I might have - I hated to think of it. But it struck me that the whole thing was characteristic of Lawrence. He had his own little manner of joking.

According to my orders I was to return to Jaffa at once. So I began to refuel. Suddenly I made up my mind that I wasn't going to miss all the fun! I hurried after Lawrence. "Excuse me, colonel. Is there any excitement coming?" "Yes, we have a small job to do over on the railway. Why?" "I thought that perhaps I might be of assistance with my machine in scouting in the air and -" Lawrence laughed. "Good idea, Norton. Stay on."

The Pilgrim Railway was one day's distance by camel, about thirty five miles. I was to stay in camp, permit them to reach their objective on the ground, and then join them from the air. Early the next morning Lawrence and about three hundred of his raiders set out on their camels. I was away as early as possible the morning after that. I set a course straight for the objective Lawrence had designated, and was happy to see them working busily on the railway when I reached it. I flew on down the line. What was that body of horsemen there? I swooped down. A Turkish patrol – fifteen or twenty men on horseback. I dropped lower to make sure that they were enemy, and then hurried back to warn the raiders. They waved gratefully to me and then ran to hide among the hills. Lawrence remained behind a moment to drag his cloak over the disturbed earth in an effort to disguise the "tulip planting," and then ran to join the others.

The Turkish patrol came along, but they were paying so much attention to my plane that they rode right over the "plant" and never noticed it. The Arabs and Lawrence went back to work. I dashed down the line again. Lawrence had told me that trains were infrequent, but I had hopes. Suddenly I thought I saw smoke in the distance. Oh, no such luck. Yes, there it was again! I speeded up and soon was over a long groaning train. It was being hauled by two snorting engines. I saw men atop the coaches. They were Turkish machine-gunners keeping lookout, barricaded with sandbags on the train roof. I gave them a burst from my gun for luck, and laughed as they tried to pot me in return. Then I wheeled and hurried back to Lawrence. Looking over the ground well, I found a bare space behind one of the hills and came in for a landing. I ran to tell Lawrence of the train, and the Arabs whooped with joy. Lawrence stationed Lewis and Stokes with their machine guns on a hill commanding the tracks, and the Arabs hid along the top too, with their long rifles trained on the place where the dynamite was planted. "You might keep them busy so that they won't notice us," Lawrence suggested, and away I went.

The train was coming closer. The coaches were crowded with soldiers. I could see that when I dropped to about fifty feet and ran the length of the train. I could hear the machine guns popping at me, but I knew I was safe unless someone was lucky enough to hit my tanks. No one did and I rose to a point of vantage again. Now

they were almost at the curve – and around it was disaster for them and victory for us. This was my chance. I came down at them, firing my gun at the crews on top. They were so busy trying to dodge my bullets and to hit me that they paid no attention to what might be hidden around that curve. All at once there was pandemonium. The two engines seemed to stop short, stand still, and then rise right up in the air. They rose and toppled over into the culvert. The coaches too seemed to be coming up at me. I felt my machine shake and quiver. Making a quick survey both ways to guard against possible approaching patrols, I turned back to my previous landing place and rushed over to the hill to get into the action if I could. Rifles and machine guns were cracking wildly. Lewis and Stokes were mowing down those Turks who had escaped the wreck. The Arabs were screaming at the tops of their voices and firing in a steady stream. Lawrence was just an observer now. He had “planted his tulip” and it had burst into flower.

Lawrence knew that the Arabs would take no prisoners. They hated the Turks too much; and then, having prisoners meant sharing the sparse supply of water and rations. He was right. No prisoners were taken, and soon the cries of the wounded were stilled. But the shouts of the victorious Arabs had increased. They ran in and out among the fallen enemy, looting, tearing off clothing, screaming with delight. One box car was on its side. They tore into it. This was a find! Rare carpets, rich brocades, silks and satins. Every camel was loaded with loot. Lawrence also came forward for his share. But all he took were the two engine bells. “Just mementoes for my friends,” he said. Suddenly an ominous sound caught my ear. “Listen!” I shouted. “Airplanes!” Lawrence spoke sharply to the Arabs. There was a mad scramble for the camels. I started to run for my machine in the field half a mile off. Lawrence was the last to leave, making certain that all his men had got under way. Just as he too started to run, I heard the screaming shriek of vibrating wires as an airplane – a plane with big black crosses on its wings- began to dive directly at him! “Look out!” I yelled to Lawrence. He just made the top of a range and dropped behind it as the plane started firing a stream of machine-gun bullets. Unable to see him any longer, it made a quick turn and started in my direction. I was running for my own machine, but I realised I would never make it.

Just at that moment the noise of another airplane broke into the scene. Its shadow fell alongside that of the Boche plane as it came toward the other in a terrific dive. I threw myself flat on my face behind a rock and managed to look back over my shoulder. Thank Heaven! There were red, white and blue circles on the wing of the new ship. I recognised it as one from my own squadron at Jaffa. The Boche suddenly realised his danger. He immediately forgot us on the ground and began to fight for altitude. Climbing rapidly, he looked like a frightened

chicken trying to run from a hungry hawk. The British plane, having the advantage of the speed of its dive, rapidly overtook the enemy. And at about only fifteen hundred feet in the air the enemy plane, realising that flight was futile, turned to stand battle. I stood up. I was safe enough now. I could see Lawrence and his Arabs, now all mounted on their camels, standing on the other side of the ridges also watching the battle in the skies ...

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NORTON, F/O Louis Robert (J88004) - **Distinguished Flying Cross** - No.51 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 25 October 1920 in Leipzig, Saskatchewan, originally as Louis Joseph Novokowsky; home in Regina (mechanic). Enlisted in Regina, 19 December 1941. To No.2 Manning Depot, 19 January 1942. To No.3 BGS (guard), 28 March 1942. To No.2 ITS, date uncertain; graduated and promoted LAC, 4 July 1942 but not posted to No.19 EFTS until 15 August 1942; to No.15 SFTS, 10 October 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 15 July 1944. Promoted Flying Officer, 15 January 1945. Repatriated 22 January 1945. Retired 10 April 1945. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Office Air 2/8881 has recommendation dated 24 September 1944 when he had flown 39 sorties (171 hours six minutes), 29 January 1944 to 11 September 1944.

29 January 1944 - Berlin (6.10) while on strength of No.1658 HCU
19 February 1944 - Leipzig (7.33)
6 March 1944 - Trappes (4.30)
7 March 1944 - Le Mans (4.57)
24 March 1944 - Berlin (7.35)
26 March 1944 - Essen (4.50)
30 March 1944 - Nuremburg (8.14)
26 April 1944 - Villeneuve (5.00)
27 April 1944 - Montzen (4.14)
24 April 1944 - Aachen (4.14)
27 April 1944 - Bourg Leopold (4.40)
31 April 1944 - Trappes (4.58)
11 June 1944 - Massy Palaiseau (4.51)
12 June 1944 - Amiens (4.27)
14 June 1944 - Douai (3.35)
15 June 1944 - Fouillard (5.06)
30 June 1944 - Villers Bocage (3.58)

1 July 1944 - Oisemont (3.30)
4 July 1944 - St.Martin (3.22)
5 July 1944 - St.Martin (3.17)
6 July 1944 - Croixdale (3.29)
9 July 1944 - Les Catelliers (3.30)
15 July 1944 - Nucourt (3.58)
18 July 1944 - Caen H2 (3.44)
20 July 1944 - Bottrop (4.37)
1 August 1944 - Anderbelck (3.06), abandoned, Master Bomber orders.
3 August 1944 - Bois de Cassan (3.58)
5 August 1944 - Foret de Nieppe (3.13)
6 August 1944 - Hazebrouck (3.08)
7 August 1944 - TOTALIZE 3 (3.08), abandoned, MB orders.
9 August 1944 - Mormal (3.44)
11 August 1944 - Somain (3.44)
14 August 1944 - TRACTABLE 22 (3.34)
15 August 1944 - Tirlemont (3.43)
25 August 1944 - Brest (5.36)
27 August 1944 - Homberg (3.40)
3 September 1944 - Venlo (3.34)
10 September 1944 - ALVIS 2 (3.14)
11 September 1944 - Nordstern (4.11)

Pilot Officer Norton has completed 39 sorties as pilot and captain of aircraft and has shown fine offensive spirit and splendid devotion to duty in pressing home his attacks against heavy opposition, and in spite of flak damage which his aircraft received on the following occasions: Berlin on the 24th March, Villers Bocage on the 30th June, 1944, Foret de Nieppe on the 6th August 1944, and on Gelsenkirchen on the 11th September 1944. His sorties include attacks on Berlin (twice), Leipzig, Essen, Nuremburg, Aachen and the Ruhr. Testimony to his courage, determination and skill is shown by the fact that despite difficulties and hazards Pilot Officer Norton has always made a safe landing.

On precision targets in occupied Europe his crew has achieved fine, accurate bombing, and undoubtedly contributed to the great part which these attacks played in winning the Battle of France.

On the ground he is a cheerful and helpful captain who inspired his own and all other crews in the squadron, and his splendid and sustained devotion to duty is a fine example.

As an officer he worthily upholds the traditions of the Royal Canadian Air Force.

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NORUM, Sergeant Margot Eileen (W307064) - **Mention in Despatches** - No.62 Base - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1672/45 dated 2 November 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. Born 2 September 1921. Enlisted 23 September 1942 and posted to No.7 Manning Depot. Promoted AW1, 23 December 1942. Promoted LAW, 1 April 1943. To "K", 2 July 1943. Promoted Corporal 1 November 1943. To "Y" Depot, 17 November 1943. Taken on strength of No.3 PRC, 23 November 1943. Repatriated 8 August 1945. Retired 21 September 1945. Died in Simpson, Saskatchewan, 3 November 2011 as Margot Eileen Beaulieu. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 14 February 1945. Duties were Clerk/SD (Watchkeeper); had served one year two months in Canada, one year six months in UK.

Since her posting to this base, Sergeant Norum has maintained an unbroken record of cheerful, efficient service, and has displayed unusual initiative in the discharging of an exacting duty. She has been ready and able to accept responsibility beyond the requirements of this duty. Her unfailing good nature has contributed largely to the maintenance of the very essential happy relations between the Base and Station Operations Rooms.

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NOVICK, F/O William (J25973) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 10 December 1923 in Montreal; home there (electrician). Attended Baron Byng High School. Enlisted in Montreal, 23 March 1942 and posted to No.5 Manning Depot. To No.5 ITS, 19 July 1942; graduated and promoted LAC, 12 September 1942 but not posted to No.13 EFTS until 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 2 August 1945. Retired 19 September 1945. In 1948, Novick was asked by Sydney Shulemson – the most decorated Jewish pilot in the Canadian Air Force, to help with setting up the Israeli Air Force. He interrupted his medical studies at Queens University to volunteer in the Israeli Mahal, piloting a Curtiss C-46 Commando and bringing urgently needed weapons and dismantled parts for modified Messerschmitts to the Haganah (forerunner of the Israeli defence force). As Novick recalled; "They had sent out emissaries seeking Jewish veterans with

combat experience to help when the State of Israel was born. When Sydney called, and we knew each other from the war, I knew things were desperate and I didn't hesitate". He remained in Israel for six months after which he returned to his medical studies. Became an ear, nose and throat specialist who practicing in Montreal, affiliated with the Royal Victoria Hospital. 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 17 September 1944 when he had completed 35 sorties (165 hours 35 minutes) from 15 May to 6 September 1944. Recommendation gives name as William Henry Novick.

This officer has now completed his first tour of operations comprised of thirty-five trips over enemy territory. The successful completion of these operational sorties was due largely to the initiative, resourcefulness and skilled airmanship of this officer. His tenacity, endurance and fine offensive spirit have undoubtedly inspired a high standard of morale in his crew and the squadron in general.

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

The sortie list was as follows:

15 May 1944 - Kattegat (5.35)
19 May 1944 - Le Calipon (3.45)
21 May 1944 - Frisians (4.35)
24 May 1944 - Aachen (5.10)
27 May 1944 - Le Clipon (3.30)
31 May 1944 - Au Fevre (4.55)
2 June 1944 - Dunkirk (3.25)
5 June 1944 - Houlgate (5.05)
6 June 1944 - Conde sur Noireau (5.25)
10 June 1944 - Versailles Matelot (5.35)
14 June 1944 - Cambrai (4.20)
15 June 1944 - Boulogne (3.45)
24 June 1944 - Bonnetot (4.10)
25 June 1944 - Gorenflos (4.20)
27 June 1944 - Wizernes (3.55)
28 June 1944 - Metz (6.30)
4 July 1944 - Villeneuve St. George (6.20)
9 July 1944 - Ardouval (3.50)

10 July 1944 - Frisians (3.40)
14 July 1944 - Anderbelch (3.55)
18 July 1944 - Caen (4.10)
18 July 1944 - Wesseling (5.40)
20 July 1944 - Ferme de Forestel (3.45)
5 August 1944 - Leu d' Esserent (5.00)
7 August 1944 - St. Nazaire (6.20)
8 August 1944 - Foret de Chantilly (4.30)
9 August 1944 - Foret de Croc (4.05)
12 August 1944 - Mont Richard (5.10)
15 August 1944 - Soesterburg (3.35)
16 August 1944 - Kiel (5.30)
18 August 1944 - Connetre (5.25)
24 August 1944 - La Rochelle (6.30)
26 August 1944 - La Rochelle (6.05)
31 August 1944 - Ile de Cezembre (4.10)
6 September 1944 - Emden (4.25)

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NOWAK, Sergeant Emil (R51966) - **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 27 May 1899; enlisted 2 November 1939 as Armament Assistant. To Trenton, 28 November 1939. Promoted AC1, 29 February 1940. To No.5 (BR) Squadron, 24 April 1940. To No.8 SFTS, 9 December 1940. Promoted LAC and classified as Armourer, 1 January 1941. To No.1 Manning Depot, 16 February 1941. To Embarkation Depot, 26 February 1941. To Overseas, 5 April 1941, initially to serve with No.401 Squadron. Attained rank of Sergeant, 10 October 1942. Repatriated 15 February 1945; released 19 April 1945.

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NOWAZEK, P/O Joseph (J85573) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 8 September 1921 in Brandon, Manitoba; home there. Enlisted in Winnipeg, 13 August 1941 and posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 10 October 1941. To No.12 SFTS (guard), 23 November 1941. To No.2 ITS, 4 January 1942; graduated and promoted LAC, 28 February 1942 when posted to No.5 EFTS; ceased training and posted to Trenton, 12 May 1942; to No.9 AOS, 20 June 1942; graduated and promoted Sergeant, 3 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 14

February 1944. Promoted Flying Officer, 14 August 1944. Repatriated 13 June 1946. To No.8 Release Centre, 24 June 1946. To Western Air Command, 1 August 1946. Retired 7 August 1946. Re-engaged 1 April 1949 (205846) as Photo Officer, serving with No.22 Photo Wing from 3 May 1949 onwards. Retired 1 June 1957. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.3456 (RG.24 Vol.20639) has recommendation dated 27 July 1944 when he had flown 30 sorties (172 hours 25 minutes), 8 September 1943 to 6 July 1943 (including eight sorties against Italian targets, 8 September to 1 October 1943).

Pilot Officer Nowazek as navigator in Flight Lieutenant Alberts' crew has displayed outstanding coolness and devotion to duty in action. As a navigator he has guided his aircraft directly to the target on all occasions detailed, and his skill and ability to make instant decisions in emergency have been a fine example to all. In view of his fine record and dogged determination Pilot Officer Nowazek is recommended for the award of the Distinguished Flying Cross.

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NOWELL, F/O George Richard (J26775) - **Mention in Despatches** - No.21 Squadron (deceased) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 21 April 1924 in Winnipeg; home there (student of chartered accountancy). Enlisted there 18 June 1942. At No.3 Manning Depot, Edmonton, 18 June to 1 August 1942; at No.12 SFTS, Brandon, non-flying duties, 2 August to 12 September 1942. Attended No.2 ITS, Regina, 13 September to 5 December 1942 (but promoted to LAC, 7 November 1942). Attended No.2 EFTS, Fort William, 6 December 1942 to 6 February 1943. Attended No.11 SFTS, Yorkton, 7 February to 11 June 1943 (qualified for pilots flying badge and commissioned 28 May 1943. Attended No.1 GRS, Summerside, 12 June to 28 August 1943. To "Y" Depot, Halifax, 28 August 1943. Embarked from New York, 12 October 1943; arrived in Britain 19 October 1943. Promoted Flying Officer, 28 November 1943. To No.20 (P) AFU, 11 January 1944. Attached briefly to No.1519 Beam Approach Training Flying. Posted to No.19 OTU, 2 May 1944. To No.13 OTU, 15 August 1944. To No.2 Group Support Unit, 16 October 1944. To No. 21 Squadron, 18 October 1944. Killed in action 23 April 1945 (Mosquito RS532); buried in Holland. Took off at 0245 hours from B.58 to patrol Wilhelmshaven-Bremen area. Reports stated that he and his navigator, WO J.A. Haugh (RAF) had baled out but were too low for parachutes to function.

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NOWLAN, W/C Frederick Stanley (C1512) - **Member, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25

January 1946. Enlisted in Montreal, 15 December 1939 in Navigation trade. At No.1 ANS early in war. Attained rank of Squadron Leader, 15 September 1941. To No.8 Repair Depot, 12 April 1942. To AFHQ, 12 April 1942. Promoted Wing Commander, 1 August 1944. To Release Centre, 5 September 1945; released 8 September 1945.

This officer has displayed particularly meritorious service and a high degree of initiative and skill under exacting conditions involving duties over and above what is normally expected. His contribution to the solution of many varied and complex engineering problems has been of material assistance in the war effort. This officer's work on aircraft performance analysis and many special problems contributed greatly to the adoption of improvements in aircraft and associated equipment.

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NOYES, P/O William Robert Samuel (J18461) - **Distinguished Flying Cross** - No.199 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 23 May and AFRO 1380/44 dated 30 June 1944. Born 10 November 1922 in Lloydminster, Saskatchewan; home in Salisbury, England. Enlisted in Saskatoon, 22 April 1941. To No.1 Manning Depot, 2 June 1941. To No.12 SFTS (non-flying duty), 19 July 1941. To No.3 WS, 1 September 1941. Promoted LAC, 1 October 1941; to No.7 BGS, 14 February 1942. Graduated and promoted Sergeant, 10 March 1942. To "Y" Depot, 17 March 1942. To RAF overseas, 24 April 1942. Promoted Flight Sergeant, 13 September 1942. Promoted WO2, 13 March 1943. Commissioned 29 July 1943. Promoted Flying Officer, 27 January 1944. Repatriated 8 May 1946. Released 4 July 1946. Died in Marshall, Saskatchewan, 25 March 2001 as per **Legion Magazine** of November 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 2/9149 has recommendation dated 20 February 1944 when he had flown 27 sorties (175 hours 30 minutes), 24 January 1943 to 13 February 1944.

24 January 1943 - Lorient (5.15)
12 February 1943 - GARDENING, Ameland (4.00)
13 February 1943 - Lorient (6.00)
16 February 1943 - Lorient (6.10)
27 March 1943 - St.Nazaire (6.20)
4 April 1943 - GARDENING, La Rochelle (7.10)
20 April 1943 - GARDENING, DNCO (5.20)
27 April 1943 - GARDENING, Lorient (6.15)
14 April 1943 - Bochum (5.10)
23 April 1943 - Dortmund (4.15)

25 April 1943 - Dusseldorf (4.50)
30 July 1943 - GARDENING, Ameland (3.05)
10 August 1943 - Nuremburg (8.00)
12 August 1943 - Turin (8.50)
17 August 1943 - Peenemunde (7.30)
27 August 1943 - Nuremburg (7.30)
15 September 1943 - Montlucon (6.15)
22 September 1943 - Hanover (6.10)
4 October 1943 - Frankfurt (6.20)
21 January 1944 - Robin (3.40)
25 January 1944 - Robin (3.05)
27 January 1944 - GARDENING, Kattegat (7.55)
4 February 1944 - Special Operation (7.40)
5 February 1944 - Special Operation (7.10)
6 February 1944 - Lorient (5.30)
8 February 1944 - Special Operation (8.55)
11 February 1944 - Special Operation (8.50)
13 February 1944 - Special Operation (8.20)

Pilot Officer Noyes is a Canadian Wireless Operator who has taken part in numerous bombing and sea mining operations against the enemy. He has participated with courage and keen determination in successful sorties to such targets as Hanover, Frankfurt, Nuremburg, etc. and has always shown a devotion to duty worthy of the highest praise. This officer's splendid operational record is one of which his squadron is justly proud, and fully merits the award of the Distinguished Flying Cross.

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NUTTER, F/O William Stuart Goodlake (J7206) - **Distinguished Flying Cross** - No.5 Squadron (Canada) - Award effective 26 November 1943 as per **London Gazette** of that date and AFRO 133/43 dated 21 January 1944. Born 12 April 1918. Home in St.Vital, Manitoba; enlisted in Winnipeg, 27 June 1940. To No.2 ITS, 31 August 1940. Graduated and promoted LAC, 26 October 1940; to No.14 EFTS, 27 October 1940; ceased training, 27 December 1940 and posted to No.2 Manning Depot. To No.5 AOS, 31 March 1941; to No.5 BGS, 22 June 1941; graduated and promoted Sergeant, 4 August 1941. To No.1 CNS, 5 August 1941; graduated and commissioned 1 September 1941. To Eastern Air Command, 4 May 1942. Subsequent postings and date of discharge unclear. Promoted Flying Officer, 1 September 1943. Promoted Flight Lieutenant, 1 December 1943. Rejoined RCAF, 10 May 1950 as Navigation Officer (38462). Medal presented 2 June 1944.

This officer has flown a considerable number of operational hours as a navigator, many of which have been on anti-submarine patrol in the North Atlantic. His ability as a navigator has been outstanding and his untiring efforts have contributed greatly to the success of two attacks on enemy U-Boats in which his crew participated. He has also provided excellent work as an instructor.

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NUTTING, FS Sinclair Holmes (R87404) - **Distinguished Flying Medal** - No.405 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2322/43 dated 12 November 1943. Born 4 December 1921 in Radisson, Saskatchewan; home there; enlisted in Saskatoon, 22 February 1941. To No.2 Manning Depot, 13 March 1941. To No.4 SFTS (guard duty), 10 April 1941. To No.2 WS, 21 June 1941. Promoted LAC, 24 July 1941. To Trenton, 30 January 1942; to No.6 BGS, 14 March 1942; graduated and promoted Sergeant, 13 April 1942. Posted 14 April 1942 to "Y" Depot; to RAF overseas, 30 April 1942. Further trained at No.7 AGS and No.24 OTU. Commissioned 16 September 1943. Promoted Flying Officer, 16 March 1944. Medal presented at Buckingham Palace 29 February 1944. Repatriated 12 September 1944. To No.5 OTU, 16 October 1944. To Release Centre, 15 July 1945. Released 17 July 1945.

A highly efficient air gunner, Flight Sergeant Nutting has completed many operational flights in heavy bomber aircraft over targets which have included Berlin, Cologne and Essen, and on many anti-shipping patrols he has invariably displayed coolness and courage in the completion of his duties.

Public Record Office Air 50/248 has the following Combat Reports that bear upon his career:

11/12 March 1943

While on operations to Stuttgart on the night of March 11th, 1943, Halifax letter "X", serial Ni. W1173 of 405 Squadron was attacked by an enemy fighter identified by the rear gunner as an Me.109 at a point 16 miles N.E. of Chelons-sur-Marne [sic] at 2140 hours. The Halifax was flying at 17,000 feet heading 095true, I.A.S. 140-150 m.p.h. Visibility was good with a 1/3rd mood port bow, 5/10 cloud below at 7,000 feet.

The enemy aircraft was first sighted by Flight Sergeant Nutting (rear gunner) on the port quarter to port beam at a great distance (possibly two miles) with a searchlight on the nose. The enemy aircraft dropped behind well into the port

quarter, edging nearer and made an attack with searchlight "on" from the port quarter. The rear gunner observed [allowed ?] the enemy aircraft to come in approximately 100 yards before opening fire. The enemy aircraft opened fire just before the rear gunner, the trace passing to starboard and underneath the Halifax. This being due to the Captain, Sergeant Weber, turning sharply to port and diving slightly on the instructions of the rear gunner. The rear gunner gave the enemy aircraft a short burst of fire and observed his trace enter the enemy aircraft and the searchlight beam, whereupon the searchlight went out, the enemy aircraft made a violent bank to port and went spiralling down towards the ground trailing smoke. The "lookout" gunner, Flight Sergeant Baldy, observed all this and further observed the enemy aircraft burst into flames before disappearing into 5/10ths cloud. He then observed what he took to be an explosion come from below the cloud, as if the enemy aircraft had exploded upon hitting the ground. The pilot, Sergeant Weber, states that he observed the smoke left by the enemy aircraft going down and saw a large glow from below the 5/10ths cloud.

There were indications of imminent attack before the enemy aircraft was sighted, viz: the pilot, engineer, rear gunner and lookout gunner all observed lights (white in colour) ahead and behind pointing their track. Upon alterations in course the lights altered similarly. Red flares were also observed either shot up from the ground or dropped from aircraft pointing out the Halifax's track.

The rear gunner fired approximately 50 rounds per gun without stoppages. The enemy fighter is claimed as destroyed.

27/28 November 1943: On this occasion the crew was P/O. D.A. McLennan (captain), F/O W.F. Sheppard (navigator), Sergeant O.R. Schneider (bomb aimer), Sergeant E. Halliwell, (WOP), Sergeant M.F.V. Roebroek (mid-upper gunner), Warrant Officer S.H. Nutting (rear gunner) and Sergeant H.L. Corkwell (flight engineer). The names are unclear on the Combat Report and should be checked against the Operational Record Book.

On the night of 27th/28th November 1943 at a position 53.00 N 07.2- E, heading 285 magnetic, 150 knots I.A.S., height 23,000 feet, our aircraft, Lancaster "D", JB297 of 405 RCAF Squadron was attacked by an unidentified enemy aircraft. The attack came from starboard quarter slightly down, at extreme range. No gunners opened fire; evasive action was ordered by the mid-upper to corkscrew. The enemy aircraft was lost and not seen again. Extreme damage was sustained by our aircraft. The attack took place, starlight night, slight haze, no moon; there

was no flak or searchlight cooperation. Monica unserviceable. There is no damage claimed to the enemy fighter.

The website "Lost Bombers" describes an incident at the end of his operational career. Lancaster JB369, No.405 Squadron (LQ-D), target Berlin, 16 December 1943. This aircraft was delivered to No.405 Squadron in October 1943 No operational history traced; one of three No.405 Squadron Lancasters lost on this operation; the others were JB477 and JB481. Airborne at 1647 hours, 16 December 1943 from Gransden Lodge. Aircraft ran out of fuel on the return trip and crashed in bad weather at 2358 hours at Gravely near Ely, Cambridgeshire. Crew were F/O B.A.McLennan, RCAF (killed), Sergeant H.L.Cornwell (killed); F/O W.F.Sheppard, RCAF (killed); Sergeant G.R.Schneider, RCAF (killed); Sergeant E.Halliwell (killed); Sergeant M.F.van Roobroeck, RCAF (killed); WO2 S.H.Nutting DFM, RCAF who escaped with minor cuts and bruises, though he was admitted to RAF Hospital Ely for observation. This had been his 45th sortie and upon release from hospital he was screened from further operations.

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NYGAARD, LAC Carl (R149384) - **Mention in Despatches** - Skipton-on-Swale (AFRO gives unit as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 20 November 1920. Home in Canyon, British Columbia; enlisted in Calgary, 12 February 1942 as Airframe Mechanic. Posted that date to No.3 Manning Depot. To Technical Training School, St. Thomas, 17 March 1942. Promoted AC1, 8 August 1942. To No.15 SFTS, 12 August 1942. Promoted LAC, 1 January 1943. To "Y" Depot, 5 February 1943. To RAF overseas, 7 March 1943. Repatriated to Canada, 13 June 1945. To No.408 Squadron, 20 June 1945. Released 17 September 1945. Rejoined 3 April 1950, serving to uncertain date. Died in Nelson, British Columbia, 8 January 2011. 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 13 months in Canada, 22 months overseas.

This airman is employed in the tyre gang. This work involves changing aircraft wheels, transporting cumbersome jacks - the most heavy and arduous task on this unit. Whereas others have had to be taken off this job periodically, he has persisted for the last twelve months with an amazing tenacity. His cheerful disposition and hard work have been the mainstay of his section and an example to others.

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