

O'BEIRN, F/L Bernard Theodore (C20520) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 27 June 1905. Home in Toronto (high school teacher); enlisted there 29 September 1941 as Radio Mechanic and posted to No.5A Manning Depot. To No.2 ANS. 17 March 1942. To Newfoundland, 5 May 1942. To Patricia Bay, 7 September 1942. Commissioned 31 October 1942. To "S", 16 November 1942; to "Y" Depot, 10 April 1943; promoted Flying Officer, 30 April 1943; to RAF overseas, 24 June 1943; reclassified to Flying Control, 1 September 1944. promoted Flight Lieutenant, 31 October 1944. Repatriated 23 October 1945. Released 30 November 1945. Certificate sent 10 August 1948, returned and mailed again 16 August 1948. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. Photo PL-28196 (ex UK-9264 dated 27 March 1944) show five Flying Control Officers in No.6 Group - F/O W.A. Warwick (Toronto), F/L Frederick Cleland (Westmount), S/L Frank Stanley (Toronto), F/O Louis Justason (Pennfield, New Brunswick) and F/O B.T. O'Beirn (Toronto).

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O'BRIAN, A/C Geoffrey Stewart, AFC (C593) - **Commander, Order of the British Empire** - RCAF Station Rockcliffe - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Toronto. Law student and school teacher; enlisted in CEF, 1914, transferring later to Royal Flying Corps in 1916; awarded Air Force Cross, 3 June 1919. In postwar Militia until he joined RCAF Auxiliary, Toronto, 5 October 1932 with rank of Squadron Leader, serving with No.10 (Army Co-Operation) Squadron. To reserve of officers, 4 October 1935. Joined Active Force, 3 September 1939. Promoted Wing Commander, date uncertain. Opened No.1 Initial Training School at the Eglinton Hunt Club, Toronto. As of 8 August 1941 he was Commanding Officer, No.16 SFTS. Promoted Group Captain, 25 February 1941. To "Y" Depot, 6 April 1942. To RAF overseas, 7 April 1942. Commanded overseas depot, Bournemouth. Repatriated to Canada, 31 July 1943. To AFHQ, 31 December 1943 and subsequently commanded Station Rockcliffe. Promoted Air Commodore, 1 May 1944. Retired 15 November 1944. PL-15895 (ex UK-3878 dated 11 May 1943) shows handover of command, No.3 PRC, from G/C G.S. O'Brian, AFC to G/C J.A.Hutchison, OBE. PL-15896 (ex UK-3879 dated 11 May 1943) taken on same occasion, scene in Officer's Mess, mess dinner. PL-15897 (ex UK-3880 dated 11 May 1943) show G/C G.S. O'Brian, AFC, S/L F.E. Nickson, G/C J.A. Hutchison, OBE, W/C G.E. Scott (later Group Captain and Mentioned in Despatches) and W/C M.T. Nolen. PL-15898 (ex UK-3879 dated 11 May 1943) show G/C G.S. O'Brian, AFC (left centre) welcoming G/C J.A. Hutchison, OBE on transfer of command of No.3 PRC, W/C J.C. Coffey (Toronto) at extreme left and officer at extreme right is RAF adjutant.

This officer was one of the first officers appointed to the Auxiliary Air Force. His unbounded enthusiasm and interest were in a large measure responsible for the unit which he commanded getting off to a really good start and was later reflected in the state of efficiency of this unit at the outbreak of hostilities.

During the war years, this officer has commanded with distinction, No.1 Initial Training School, No.16 Service Flying Training School, Hagersville, and Royal Canadian Air Force Station Rockcliffe, and in addition, served a tour of duty overseas. In all these appointments, his keenness, intelligent interest and unswerving devotion to duty have been reflected in those who served under him. He is a fine leader who by his excellent work and unswerving loyalty has made a significant contribution to the war effort of the Royal Canadian Air Force.

NOTE: Public Records Office Air 2/9336 contains a recommendation for a CBE prepared for the King's Birthday List (May 1943). No priority was attached to the recommendation, and it was clearly not granted at that time. This citation was as follows:

This officer was specially lent by the Canadian government to carry out the duties of Officer Commanding, No.3 Personnel Receiving Centre at Bournemouth, a centre which consisted of qualified air crews from the Dominions as well as Royal Air Force personnel returning from training overseas. Group Captain O'Brian is now being relieved by another Royal Canadian Air Force officer and is returning to Canada. During the tenure of his appointment he applied himself to the complete reorganization of No.3 Personnel Receiving Centre and has produced discipline and order from a condition of affairs which was unsatisfactory when he took over. The average strength of the station is 1,700 officers, 5,000 airmen and 1,000 airwomen and Group Captain O'Brian has been singularly successful as a commanding officer.

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O'BRIEN, F/O James Murray Phillip (J17977) - **Distinguished Flying Cross** - No.514 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 133/46 dated 8 February 1946. Born 28 October 1917 in Verdun, Quebec; home there (clerk); enlisted in Montreal, 30 October 1940. To No.4 BGS, 28 November 1940. To No.1 ITS, 8 February 1941; graduated and promoted LAC, 16 March 1941 but not posted to No.11 EFTS until 28 March 1941; graduated 16 May 1941 and posted to No.9 SFTS; ceased training, 20 June 1941 and posted to No.9 AOS, 3 August 1941; to No.6 BGS, 25 October 1941; graduated and promoted Sergeant, 6 December 1941; to No.2 ANS, on that date; to "H", 12 January 1942; to RAF, 15 January 1943. Commissioned 27 May 1943. Promoted Flying Officer, 27 November 1943. Repatriated 5 August 1945. Retired 14 September 1945. Living in Montreal in April 1950. Medal sent by registered mail 10 June 1948. No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9112 has recommendation dated 19 May 1945 when he had flown 41 sorties (238 hours ten minutes) over two tours. Second tour was clearly with crew that included F/O Paul Shaughnessy and F/O John McCrindle.

First Tour

14 January 1943 - Lorient (5.30)
23 January 1943 - Lorient (5.30)
3 February 1943 - Hamburg (1.50, DNCO)
4 February 1943 - Turin (8.05)
7 February 1943 - Lorient (5.05)
13 February 1943 - Lorient (5.25)
14 February 1943 - Cologne (3.55)
16 February 1943 - Lorient (5.05)
19 February 1943 - Wilhelmshaven (5.05)
3 March 1943 - Hamburg (5.40)
5 March 1943 - Essen (3.50)
6 March 1943 - Nuremburg (5.20)
10 March 1943 - Bordeaux (6.50)
22 March 1943 - St.Nazaire (3.35)
26 March 1943 - Berlin (7.50)
29 March 1943 - Berlin (.35, DNCO)
4 April 1943 - Kiel (5.30)
9 April 1943 - Duisburg (2.45)
11 April 1943 - Air/Sea Rescue (4.25)
14 April 1943 - Stuttgart (7.25)
16 April 1943 - Mannheim (5.55)
20 April 1943 - Rostock (7.45)
1 April 1943 - Birritz (4.45)
4 April 1943 - Dortmund (1.35, DNCO)
12 April 1943 - Duisburg (3.30)
13 April 1943 - Bochum (4.50)
23 April 1943 - Dortmund (4.20)

Second Tour

4 December 1944 - Oberhausen (4.05)
5 December 1944 - Hamm (4.50)
6 December 1944 - Merseburg (7.50)
16 December 1944 - Siegen (5.25)
1 January 1945 - Vohwinkel (5.30)
7 January 1945 - Munich (7.35)
3 February 1945 - Dortmund (5.20)
8 February 1945 - Hohnbudburg (4.40)
13 February 1945 - Dresden (9.00)
14 February 1945 - Chemnitz (8.00)

16 February 1945 - Wesel (5.20)
23 February 1945 - Gelsenkirchen (6.00)
12 March 1945 - Dortmund (6.00)
27 March 1945 - Hamm (5.35)
4 April 1945 - Merseberg (8.30)
13 April 1945 - Kiel (6.05)
24 April 1945 - Badoldesloe (5.50)

This officer has completed 41 sorties as a Navigator in heavy bomber aircraft. Most of these sorties have been against heavily defended targets in Germany including many very deep penetrations into defended areas.

Flying Officer O'Brien has at all times shown very great keenness for his work in spite of the fact that his aircraft has been hit by heavy anti-aircraft fire on several occasions.

His standard of work has always been very high and this high standard has undoubtedly contributed very largely to the success of the sorties he has completed, especially the very long ones.

It is strongly recommended that he be awarded the Distinguished Flying Cross in recognition of his continued devotion to duty and the very fine example that he has set.

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O'CALLAGHAN, F/O Charles Herbert (C42301) - **Mention in Despatches** - No.9 Construction and Maintenance Unit - Award effective 2 November 1945 as per **Canada Gazette** of that date and AFRO 1768/45 dated 23 November 1945. Born 13 May 1908. Home in Smith Falls, Ontario; enlisted in Ottawa, 30 July 1942 and immediately granted rank of Sergeant. To No.5 Manning Depot on enlistment. To "WCU", 15 March 1943. Promoted Flight Sergeant, 1 July 1943. To Composite Training School, 26 January 1944. Commissioned 3 February 1944. To Western Air Command, 2 March 1944. To No.9 Construction and Maintenance Unit, 9 March 1944. Promoted Flying Officer, 1 January 1945. Promoted Flight Lieutenant, 1 September 1945. To Western Air Command Headquarters, 26 August 1946. Released 29 August 1946.

This officer took command of personnel of his unit during a severe forest fire on Johnston Straits in July 1945. In the face of high winds, dangerous seas and uncontrollable fire, he skilfully and coolly directed work for several days without rest. By his own excellent example he inspired and controlled his men at all

times. Several miles of Royal Canadian Air Force communication lines were saved and extensive damage to Royal Canadian Air Force property was prevented. No casualties nor serious injuries were suffered by his crew. The energy, resourcefulness and devotion to duty displayed by Flying Officer O'Callaghan during this dangerous situation are exceptional and most praiseworthy.

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O'CALLAGHAN, FS Claude Desmond (R74332) - **Mention in Despatches** - No.174 Squadron - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born 3 February 1916. Home in Kempville, Ontario; enlisted in Ottawa, 21 October 1940. Enlisted in Ottawa, 21 October 1940. To "B", 25 November 1940. To No.2 ITS, 3 January 1941; graduated and promoted to LAC 21 February 1941; to No.15 EFTS that day; to No.32 SFTS, 4 May 1941; graduated and promoted to Sergeant, 15 July 1941; to embarkation depot, 16 July 1941; to RAF overseas, 6 August 1941; promoted Flight Sergeant, 15 January 1942; promoted WO2, 15 July 1942; commissioned (J16731), 22 December 1942. Promoted Flying Officer, 22 June 1943. Repatriated, 22 May 1944. To No.1 OTU, Bagotville, 8 July 1944. To Eastern Air Command, 28 October 1944. To No.1 School of Flying Control, 30 January 1945. To Northwest Air Command, 23 April 1945. To Grand Prairie, 1 May 1945; to Fort St. John, 21 May 1945; to Western Air Command, 28 January 1946. Released 3 May 1946. Reported deceased (date not stated) as per DVA letter dated 24 November 1970.

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O'CALLAGHAN, F/L Frederick James (J13717) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Name also given as Frank James O'Callaghan. Born in Kars, Ontario, 26 March 1911; home in Kempville; enlisted in Ottawa, 2 July 1941 and posted to No.4A Manning Depot. To No.5 Equipment Depot, 15 July 1941. To No.4 WS, 23 October 1941. Promoted LAC, 25 November 1941. To Trenton, 8 June 1942, having ceased WAG training and been reclassified as Air Gunner. To No.6 BGS, 18 July 1942; graduated and commissioned 28 August 1942. To No.5 BGS, 19 September 1942 to instruct. Promoted Flying Officer, 28 February 1943. To "Y" Depot, 8 November 1943; taken on strength of No.3 PRC, Bournemouth, 15 November 1943. Promoted Flight Lieutenant, 28 August 1944. Rear gunner in W/C C.W. Burgess' crew; incident cited was on 28 June 1944. Qualified for membership in Caterpillar Club, Easter 1944 during raid on Ghent; aircraft returned to UK on two engines but one motor failed as they reached the coast so they baled out. His brother had also joined the Caterpillar Club in May 1944 while with an RAF rocket-firing Typhoon unit. Posted from squadron to "R" Depot, 1 February 1945. Repatriated 9 February 1945. Retired 9 May 1945. Medal sent by registered mail 28 June 1949.

Died in Ottawa, 5 March 2004. Recommended when he had flown 31 sorties (149 operational hours).

Flight Lieutenant O'Callaghan has attacked many heavily defended targets in Germany and enemy occupied territory. In June 1944, while attacking Metz, his aircraft sustained four separate attacks from enemy fighters. This officer's skilful directions to his pilot and accurate fire resulted in the probable destruction of one hostile aircraft. He has at all times set a fine example of courage, efficiency and devotion to duty.

DHH file 181.009 D.1515 (Library and Archives Canada RG.24 Vol.20600) has original recommendation drafted 13 December 1944 by W/C C.W. Burgess when he had flown 31 sorties (149 hours 35 minutes) as follows:

23 January 1944 - Air Sea Rescue - 4.50
29 January 1944 - Air Sea Rescue - 4.10
1 February 1944 - Air Sea Rescue - 4.45
22 March 1944 - Kiel - 6.20
28 March 1944 - Essen - 6.15
5 April 1944 - Villeneuve St. George - 5.45
10 April 1944 - Ghent - 2.50
27 June 1944 - Foret de Eawy - 4.25
28 June 1944 - Metz - 6.50
4 July 1944 - Biennais - 3.45
5 July 1944 - Biennais - 3.15
12 July 1944 - Creil - 4.25
20 July 1944 - L'Hey - 3.25
28 July 1944 - Stuttgart - 8.35
1 August 1944 - Ferme de Forestel - 4.00
4 August 1944 - Bois de Casson - 4.40
8 August 1944 - Foret de Chantilly - 5.55
25 August 1944 - Brest - 5.40
27 August 1944 - Mimoyevques - 3.50
3 September 1944 - Volkel - 3.45
10 September 1944 - Le Havre - 4.15
12 September 1944 - Wanne Eickel - 4.40
16 September 1944 - Boulogne - 3.50
26 September 1944 - Calais - 4.15
28 September 1944 - Cap Gris Nez - 3.20
23 October 1944 - Essen - 6.20

28 October 1944 - Cologne - 5.55
2 November 1944 - Dusseldorf - 5.35
18 November 1944 - Munster - 5.15
30 November 1944 - Duisburg - 6.20

This gunner has completed 31 sorties against the enemy, to such targets as Stuttgart, Essen, Dusseldorf, Cologne and other heavily defended German cities.

On one occasion, June 28th, on operations to Metz, his aircraft sustained four separate attacks by fighters. Flight Lieutenant O'Callaghan's skilful direction of evasive action and accurate fire resulted in the probable destruction of one enemy aircraft and enabled his own aircraft to escape injury.

Throughout his tour his efforts and energy have been unceasingly directed to improve the efficiency and standard of the gunners and the Gunnery Section on the squadron. His personal interest and enthusiasm have been a constant source of inspiration to all gunners and he has at all times set a fine example for courage and efficiency in the performance of his duties. He is, therefore, strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

To this, on 21 December 1944, G/C C.L, Annis (Station Linton-on-Ouse) added the following:

Flight Lieutenant O'Callaghan has been most impressive by his splendid attitude of keenness, cheerfulness and resolution throughout his operational tour. He has been well qualified to hold the appointment of Gunnery Leader in his squadron, towards which task he has untiringly directed his efforts with gratifyingly effective results.

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O'CONNELL, P/O Lawrence James (J15311) - **Distinguished Flying Cross** - No.407 Squadron - Award effective 31 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO 232/43 dated 12 February 1943. Born in Halifax, 21 December 1918; home there or Middleton, Nova Scotia; enlisted in Halifax, 24 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 15 November 1940 when posted to No.10 EFTS; graduated 4 January 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 20 March 1941. To No.31 General Reconnaissance School, 30 March 1941. To Embarkation Depot, 21 June 1941; to RAF overseas, 5 July 1941. Arrived in United Kingdom, 29 July 1941. To No.407 Squadron, 4 August 1941. Commissioned 7 April 1942. Repatriated via No.31 Personnel Depot, 27 July 1942. To No.36 OTU, 3 August 1942. Promoted Flying Officer, 7 October 1942. Promoted Flight

Lieutenant, 1 December 1943. Killed in flying accident at No.36 OTU, 18 January 1944 (Oxford EB506 with three others - one RCAF, two RNZAF). DFC presented to NOK by Governor General, 22 April 1944. RCAF photo PL-4846 (ex UK-623) shows Sergeant L.J. O'Connell (Halifax), Sergeant J.A.W. Creedon (Paris, Ontario), Sergeant G.E.N. Bryan (Banff, Alberta) and Sergeant D.E. Darks (Le Havre, Nova Scotia); photo PL-4849 (ex UK-626) shows Sergeant L.J. O'Connell (Halifax), Sergeant F.A. Kay (Montreal), Sergeant S.C. Herbert (RAF), Sergeant J.M. Meredith (Toronto).

This pilot has participated in a number of operational flights against enemy shipping and also in a large scale raid on Bremen. On all occasions he has pressed home his attack with exceptional fortitude and determination, often in the face of most intense and concentrated enemy fire. Pilot Officer O'Connell has always displayed outstanding devotion to duty and keenness to undertake hazardous flights.

DHH file 181.009 D.2620 (Library and Archives RG.24 Volume 20628) has recommendation raised 13 June 1942:

This officer has flown 40 hours day, 38 hours night as second pilot and 24 hours day 23 hours night as first pilot on operational flights against enemy shipping. During these 125 [sic] operational hours he has made the following attacks on shipping:

As second pilot

26.10.41 - A 5,000 ton ship was attacked by night and probable hits were scored by it was impossible to substantiate a definite claim. After the attack a 6,000 ton ship was machine gunned.

2.11.41 - At least two direct hits were scored on a 6,000 ton ship by night. The vessel is believed to have blown up as the whole sky was lit by the subsequent explosion. The ship was machine gunned during the attack.

5.1.42 - A merchant vessel was attacked by daylight in Ymuden Harbour in a dive attack from 2,000 to 200 feet. The attack was launched in the face of intense and concentrated fire from land batteries but owing to the great speed developed the bomb doors failed to open sufficiently to allow the bombs to be released. A second attack was inadvisable and the crew returned to base.

6.1.42 - Two direct hits were scored amidships on a 2,500 ton merchant vessel

by night.

7.1.42 - A 2/5,000 ton merchant vessel was attacked by night but the crew was unable to observe the results due to the intensity of the flak.

As first pilot

28.5.42 - Direct hits were scored on a 2/3,000 ton M.V. which was left burning.

29.5.42 - Direct hits were scored on a 2/3,000 ton M.V. The attack was made at deck level and the aircraft struck the masthead on pulling out. The aircraft was severely damaged but was flown back to base.

Of these seven attacks, four have been entirely successful, a fifth ship was probably damaged and a sixth is a possibility.

These attacks have all been pressed home with remarkable fortitude and determination, often in the face of the most intense and concentrated enemy fire. Pilot Officer O'Connell has always shown outstanding keenness to undertake hazardous operational flights. He is quite imperturbable and his flying is of a particularly high standard. He is an especially commendable operational pilot.

Notes on final crash: Those aboard Oxford EB506 were O'Connell, J5997 F/L H.W. Church, F/O J.D. Walsh (RNZAF) and F/O R.J. Walls. Walls and Walsh were in the pilot and co-pilot seats. O'Connell's types and hours were listed as follows:

Fleet: 57.30
Anson: 74.55
Boeing: 3.35
Hudson: 652.05
Mosquito: 99.45
Oxford: 12.00

The aircraft was engaged in practice circuits. On the second or third take-off, at 300 feet, one engine failed, the aircraft stalled, dived steeply and crashed. It was pointed out that O'Connell had not flown since 26 October 1943.

Assessment: "A very good officer and Mosquito instructor; has a pleasant personality and is an asset to his flight. He has recently transferred from Coastal Command Hudsons and has readily

absorbed the Mosquito fighter idea.” (W/C J.S. Hamilton, No.36 OTU, 15 October 1943).

Training Note: The record of his training at No.31 GRS is illustrative of such instruction. His course was 31 March to 23 June 1941 on Anson aircraft, day only (56 hours 35 minutes). Described as “Average, hard working and obtains fairly good results.” Graduated 16th in a course of 22. Air courses were in DR Navigation, Reconnaissance, Patrol and Search, Ship Recognition, Coding, DF and W/T work, Meteorology, Compasses, Maps and Charts, Photography, Instruments and Signals. For ground work assessed as “Average and will improve with squadron service.”

Operational Wing: The application for his Operational Wing listed the following, all on Hudson aircraft with No.407 Squadron:

4 September 1941 - Rover Patrol, Day (4.35) - Denmark (shipping)

7 September 1941 - CL [Creeping Line] ahead (2.30) - Beaufort Down

11 September 1941 - 11 TR Search, Day (1.30) - Beaufort Down

21 September 1941 - Strike, Day (2.45) - E-Boat damaged.

6 October 1941 - CL ahead, Search, Day (1.00) - Hurricane Down

8 October 1941 - CL ahead, Search, Day (2.00) - Fighter Down

13 October 1941 - Shipping Strike, night (4.00) - Inner Horden South patrol (E-Boats)

15 October 1941 - Rover patrol, night (3.15) - Texel - Terschelling

21 October 1941 - CL ahead search, day (1.00) - aircraft down

26 October 1941 - Rover, dawn, day and night (3.30) - Imviden-Texel, bombed 3,000 ton ship and 6,000 ton ship - hits.

2 November 1941 - Strike, night (3.30) - Borkum-Texel, 6,000 ton ship, two direct hits, ship blew up.

1 December 1941 - Strike, night (3.45) - Flushing-Texel, attacked convoy.

5 December 1941 - Strike, night (3.40) - Texel-Borkum

9 December 1941 - Strike, night (2.40) - Flushing-Texel

11 December 1941 - Rover, day and night (4.05) - Den Helder-Norderney

12 December 1941 - Strike, day (1.45) - Hook Holland-Ijmuiden

23 December 1941 - Strike, day and night (3.00) - Ijmuiden-Texel

24 December 1941 - Strike, day and night (4.00) - Norderney-Tersch-Texel

28 December 1941 - Strike, day and night (2.45) - Texel-Ijmuiden-Hague

29 December 1941 - Square search, day (4.00) - kite down

30 December 1941 - Search, day (2.40) - Dinghy off Dutch coast.

5 January 1942 - Rover, day (3.40) - Borkum-Hague; attacked ship in Ijmuiden Harbour

6 January 1942 - Strike, night (4.20) - Sylt-Heligoland-Borkum-Tersch; attacked 2,500 ton ship and destroyed bridge.

7 January 1942 - Rover, night (3.00) - Den Helder-Tersch-Borkum; 6,000 ton MV destroyed

10 January 1942 - Search, day (1.20) - kite down

15 January 1942 - Rover, day (1.20) - Hook-Rotor Sand

16 January 1942 - Rover, day and night (3.20) - Texel-Hook of Holland

17 January 1942 - Rover, day and night (3.45) - Borkum-Rotor Sand

18 January 1942 - Search, day (2.35) - Bomber Down

21 January 1942 - Rover, day and night (3.45) - Borkum-Rotor Sand

11 February 1942 - Strike, day (2.15) - Wick-North Coates (A/S)

13 February 1942 - Strike, day (2.40) - Channel Islands

28 March 1942 - day (7.15) - St. Nazaire Commando Raid

5 April 1942 - Reefer Patrols, day (6.00) - Denmark-Sylt-Heligoland-Frisians

28 April 1942 - Rover Patrol, night (5.00) - Sylt-Heligoland-Burkum-Texel

10 May 1942 - Nomad Patrol, night (3.00) - Texel-Hook-Texel

28 May 1942 - Strike, day and night (4.30) - Borkum-Texel-convoy off Ameland

29 May 1942 - Strike, night (3.15) - Borkum-Texel-convoy off Terschelling

4 June 1942 - Patrol, night (5.30) - Hoden, anti-E-boat.

25 June 1942 - night (5.15) - Bombed Bremen, 1,000 aircraft raid, 52 lost.

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O'CONNELL, P/O William John Joseph (J15059) - **Distinguished Flying Cross** - No.226 Squadron - Award effective 4 August 1942 as per **London Gazette** dated 11 August 1942 and AFRO 1371/42 dated 28 August 1942. Born in Ottawa, 5 September 1917 (birth date in obituary notice); home there; employed in naval branch of Department of Munitions and Supplies; enlisted there 28 July 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 14 October 1940 when posted to No.9 EFTS; graduated 11 December 1940 when posted to No.5 SFTS. Graduated and promoted Sergeant, 11 March 1941. To Embarkation Depot, 23 March 1941; to RAF overseas, 29 March 1941, proceeding to Iceland before going to Britain. Commissioned 1 October 1941; promoted to Flying Officer, 1 October 1942. Medal presented at Buckingham Palace 8 December 1942. Promoted Flight Lieutenant, 13 November 1943. His overseas service included operations with No.21 Squadron and instructing at No.13 OTU. Repatriated 12 March 1944. To No.5 OTU, 14 April 1944. Promoted Squadron Leader, 1 December 1944. Released at Rockcliffe, 24 September 1945. Had flown Blenheims, Bostons, Mitchells and Mosquitos on operations. Postwar he was a VIP pilot with the federal government (1950), chief pilot for Mobil Oil in Calgary, and an airline inspector with the Department of Transport. Died in Ottawa, 5 October 2002. Cited with 107152 Flying Officer Peter Saunders, RAF.

On 7th May, 1942, Pilot Officer O'Connell and Flying Officer Saunders were pilot and observer respectively of a formation of bomber aircraft detailed to attack the power station at Ostend. Despite bad weather, Flying Officer Saunders skilfully navigated his pilot to the target area where severe opposition from the ground defences was encountered. Despite this, Pilot Officer O'Connell continued his bombing run and enabled his navigator to bomb the objective. On

two previous occasions his aircraft was damaged by anti-aircraft fire whilst attacking shipping. Each time, Pilot Officer O'Connell flew his aircraft back to base and with hydraulics unserviceable carried out landings with the undercarriage retracted. Both these officers flew together in an aircraft which was detailed to attack the Matford factory at Poissy in March 1942. They have at all times displayed the highest devotion to duty and the keenest determination to achieve success.

NOTE: Public Record Officer Air 2/9595 has original recommendation, drafted 26 June 1942 when he had flown 22 sorties (40 operational hours); Saunders had flown 21 sorties (38 operational hours). This included a detailed sortie list:

5 Aug 41 - 1.00 - Circus - Berck-sur-Mer; weather bad over target.
6 Aug 41 - 1.15 - Circus - Berck-sur-Mer; weather bad over target.
12 Aug 41 - 2.00 - Circus - Shipyards, Le Trait; hits on vessels and buildings.
18 Aug 41 - 2.15 - Circus - Machine Works, Lille; direct hits across buildings.
20 Aug 41 - 4.40 - Shipping sweep - Norderney; reporting vessels attacked.
22 Aug 41 - 1.10 - Shipping sweep - Cherbourg; nothing seen.
26 Aug 41 - 2.50 - Shipping sweep - IJmuiden; sank 7,000-ton supply ship; heavy flak and enemy fighters encountered; hydraulics shot away.
28 Aug 41 - 5 min - Low level attack on Rotterdam dock; crashed on take-off.
20 Sept 41 - 2.10 - Shipping sweep - Hook of Holland; sank 7,000-ton supply ship; heavy flak; convoy protected by balloons.
22 Sept 41 - 1.10 - Circus - Amiens; 10/10 cloud; no bombs dropped.
12 Oct 41 - 2.35 - Circus - Boulogne docks; hits on docks and shipping; accurate flak.
15 Oct 41 - 3.15 - Circus - shipping at Le Havre; hits on three ships and docks; very heavy flak; crash-landed.
12 Feb 42 - 1.55 - Naval convoy - **Scharnhorst, Gneisenau and Prinz Eugen**; convoy not sighted due to poor visibility (with F/O Saunders and P/O Robertson).
16 Feb 42 - 2.19 - Squealer Beat "A" - nothing seen (with F/O Saunders and P/O Robertson).
8 Mar 42 - 1.27 - Matford Factory, Poissy; attacked from 500 feet; front guns used on new road being constructed and on aerodrome. Aircraft hit by cannon and machine gun fire. (with F/O Saunders and F/L Chapman).
25 Mar 42 - 22 min - Circus - Lille power station; recalled (with F/O Saunders and Sergeant Goult).
27 Mar 42 - 1.44 - Circus - Ostend power station; own bombs fell south of target; hit by flak (with F/O Saunders and Sergeant Goult).
16 Apr 42 - 2.11 - Circus - Le Havre power house; results unobserved (with Sergeants Farquhar, Goult and Darnell).

29 Apr 42 - 1.35 - Circus - dry docks, Dunkirk; results unobserved (with P/O McCarthy, P/O Casey and Flight Sergeant Finch).

5 May 42 - 1.10 - Circus - Lille power station; returned before reaching target owing to technical failure (with F/O Saunders and Sergeant Goult).

7 May 42 - 1.35 - Circus - power house, Ostend; led formation; slight damage from flak (with P/O Saunders and Sergeant Goult).

6 June 42 - 2.07 - Circus - Fecamp (crew now stated).

On 7th May, 1942, Pilot Officer O'Connell with Flying Officer P. Saunders as his Observer was detailed to lead a formation of six Boston bomber aircraft in a daylight Circus operation on the power station at Ostend. The weather forecast for the route was not good, and it was fully borne out by the bad weather which was in fact encountered. In spite of the difficult conditions, Pilot Officer O'Connell kept his formation together, and an accurate landfall on the Belgian coast was made as pre-arranged. On reaching the target area, intense and accurate heavy flak was encountered; all the aircraft in the formation were hit and three gunners were wounded. Regardless of this severe opposition, Pilot Officer O'Connell steadily continued his bombing run up to the objective and, after bombing, succeeded in withdrawing the formation intact.

On two previous occasions - the first on 26th August after attacking and sinking a 7,000-ton supply ship off Ijmuiden, and the second, after a highly successful high level attack on a ship at Le Havre on 15th October 1941, his aircraft was very severely damaged. On both these occasions he successfully brought his aircraft back to base and, with hydraulics shot away, carried out successful landings with the wheels retracted.

This outstanding and courageous pilot has now taken part in 22 operations, including the highly successful raid on the Matford factory at Poissy on the 8th March 1942. He has constantly displayed the highest devotion to duty and the keenest determination to press home his attacks. His qualities as a leader, and his enthusiasm to engage the enemy are an inspiration to all.

This was endorsed by the Air Officer Commanding, No.2 Group, on 29 June 1942.

FURTHER NOTE: A clipping from Ottawa papers (22 January 1943) describes his investiture and reactions as per a letter home from his brother Emmett (Governor General's Foot Guards):

When his Majesty the King pinned the award on the chest of the husky young Ottawan and shook his hand, "Bill" became so flustered he forgot to bow.

Quoting his brother, Emmett wrote, "A tight moment in aerial combat seems nothing in comparison to the moment I stood before the King to receive my medal."

Apparently "Bill" had been quite modest about his award, because in the many letters he had written to his mother, even after the investiture had taken place, he never once mentioned that he was the recipient of the DFC. And now that he has the coveted medal, he is rather uncertain as to what should be done with it so he is sending it home to his mother by air express.

FURTHER NOTE: Public Record Office Air 2/9595 also has the recommendation for the DFC awarded to F/O Peter Saunders (RAF 107152). His sortie list is almost identical to that of O'Connell with the following exceptions:

9 Aug 41 - 1.15 - Circus - Chemical works, Bethune; cloud over target; bombed barges, etc. at Gravelines; no results observed owing to cloud. NOT ON O'CONNELL LIST.

16 Apr 42 - 2.11 - Circus - Le Havre power house; results unobserved (with Sergeants Farquhar, Goult and Darnell). (O'CONNELL LIST; NOT ON SAUNDERS LIST)

29 Apr 42 - 1.35 - Circus - dry docks, Dunkirk; results unobserved (with P/O McCarthy, P/O Casey and Flight Sergeant Finch). (O'CONNELL LIST; NOT ON SAUNDERS LIST)

For devotion to duty and outstanding navigation and bomb aiming.

On the 7th May, 1942, Flying Officer Saunders was leading navigator and bomb aimer of a formation of six Boston aircraft which carried out a daylight raid on the power station at Ostend.

With Pilot Officer W.J.J. O'Connell as pilot and Sergeant G.W. Goult as Wireless Operator/Air Gunner, Flying Officer Saunders navigated the formation throughout with commendable accuracy, making a landfall on the Belgian coast exactly as planned in spite of the difficult cloudy conditions prevailing over the North Sea on the route to the target. The timing for the entire flight was perfect; an important factor in view of the limited endurance of the fighter escort.

Intense and accurate heavy flak was encountered in the target area, all six aircraft being damaged and three gunners being wounded. In the face of this opposition, Flying Officer Saunders coolly and steadily continued to direct the formation on its bombing run over the target until, the bombs having been

aimed and released, his captain was able to withdraw the formation intact.

Flying Officer Saunders has now taken part in 21 daylight operations. These have included the sinking of two large enemy merchant vessels, the particularly successful raid on the Matford Works at Poissy on the 8th March 1942, and numerous high level attacks in formation over heavily defended targets. On two occasions his aircraft has been so badly damaged by flak that his pilot has been forced to execute belly landings owing to damage sustained in the hydraulic system.

Flying Officer Saunders has invariably displayed commendable skill in navigation and coolness in action. He has set a high standard of devotion to duty and of steadiness in the face of the enemy, and his example has materially contributed to the excellent spirit of his squadron.

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O'CONNOR, FS Howard John (R95724, later J89168) - **Distinguished Flying Medal** - No.15 Squadron - Award effective 25 April 1943 as per **London Gazette** dated 7 May 1943 and AFRO 1035/43 dated 4 June 1943. Born in Napanee, Ontario, 23 March 1920; home in Kingston (printer); enlisted in Ottawa, 14 March 1941. To No.5 SFTS (guard duty), 3 May 1941. To No.1 ITS, 3 July 1941; graduated and promoted LAC, 8 August 1941 when posted to No.12 EFTS; graduated 25 September 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 20 December 1941. To "Y" Depot that date; to RAF overseas, 7 January 1942. Posted to No.15 Squadron, 12 February 1943. First operational sortie on 4 April 1943 (Kiel). Had to abort sorties on 8 April and 10 April. Incident described was on 16 April 1943. Cited with a Sergeant Gaylor (RAF). Commissioned 31 August 1944. Promoted Flying Officer, 28 February 1945. Repatriated 8 April 1945; to No.10 EFTS, 19 May 1945; to No.1 Flight Engineer School, 15 October 1945. To Release Centre, 3 March 1946; retired 9 March 1946. Postmaster at Napanee, Ontario for 32 years. Died in Kingston, 15 September 2013. Medal presented at Buckingham Palace 12 October 1943. Photo PL-19710 shows six Ontario personnel following investiture - Sergeant D.V. Smith (Toronto), P/O R.B. Charters (Brampton), P/O F.R. Zulauf (Milverton), P/O R. Dorland (Islington), F/L C.D. Perkins (Fonthill) and FS H.J. O'Connor (Napanee). Photo PL-19712 taken 5 November 1943 shows the following after investiture at Buckingham Palace: **Front Row**" Warrant Officer W.G. Evan of Makinak, Manitoba (no award but accompanying friends), FS H.J. O'Connor DFM of Napanee, Sergeant D.V. Smith DFM of Toronto, Warrant Officer E.A. Taylor DFM of Vancouver, FS D.J. McCoy DFM of Carruthers, Saskatchewan, P/O F.R. Zulauf DFM of Milverton, Ontario; **Back Row**: P/O R.B. Charters DFM of Brampton, Ontario, P/O E.H. Thomas DFM of New Westminster, P/O R. Dorland DFM of Islington, Ontario, F/L C.D. Perkins DFC of Fonthill, Ontario, P/O D.R. Pearce DFM of Edmonton, P/O E.C. Stewart DFM of Camrose,

Alberta, and P/O R.A. Shannon DFM of Winnipeg. PL-19715 (ex UK-5610 dated 14 October 1943) shows P/O R. Dorland , DFM (Islington) and Flight Sergeant H.J. O'Connor (Napanee) at Buckingham Palace after investiture. (Photo PL-35940 is a portrait.

One night in April 1943, Flight Sergeant O'Connor and Sergeant Gaylor (RAF) were captain and mid-upper gunner of an aircraft which attacked a target in Germany. On the return flight the aircraft was attacked by three enemy fighters. Early in the combat the bomber was hit by the enemy's fire. One engine was damaged, while both the front and rear turrets were rendered unserviceable. Despite this, Flight Sergeant O'Connor coolly and skilfully manoeuvred his aircraft enabling his gunners to deliver effective bursts of fire. Sergeant Gaylor, who used his guns with great skill, shot down one of the enemy aircraft. Both these airmen displayed commendable courage and determination.

Public Record Office Air 50/182 has the following Combat Reports in which he is mentioned. "Sergeant Sherar" is believed to be L.A.W. Sherar (trained at No.6 BGS, Mountain View, No.3 AGS, Castle Kennedy, and No.14 OTU, later commissioned as J88307); "Sergeant Gaylor" is 146617 Sergeant Joseph William Edward Gaylor (trained at No.2 AGS, Dallcross, Marhem and awarded DFM, 7 May 1943).

4/5 April 1943: Target Kiel:

Stirling A (A.Bar)/15, No.EF355 (Captain Flight Sergeant O'Connor) returning from bombing Kiel when at 54.20 North 07.40 East, height 8,000 feet, time 0001 hours saw an Me.110 come out of the clous astern and down, and on a course of about 10 degrees to starboard of our aircraft. Rear gunner (Flight Sergeant Sherar) warned Captain to corkscrew and opened fire, as did the mid-upper gunner (Sergeant Gaylor). Enemy aircraft was about 75 yards away as it passed on our aircraft's starboard, and the rear gunner could see the black cross on the fuselage. Rear gunner gave a second burst as enemy aircraft disappeared into cloud, but did not see any results. The enemy aircraft fired one short burst of cannon trace.

Meanwhile our aircraft had corkscrewed into cloud and continued in cloud for three minutes, coming out again at 0004 hours when the same ME.110 or another one was seen coming in from starboard quarter about 500/700 yards away. The Rear Gunner again warned the captain to corkscrew and both mid-upper and rear gunner fired short bursts, but no hits were observed. Enemy aircraft passed and broke off the attack as our aircraft corkscrewed back into cloud.

No results of our fire were seen and no claim is made.

The enemy aircraft showed a green and a red light in the first attack but no lights in the second.

Second Encounter: Our same aircraft was flying at 8,000 feet at 54.25 North 06.09 East, time 0021 hours, when a Ju.88 was seen on the port beam 500-700 yards away. The rear gunner and mid-upper gunner opened fire at 400 yards, rear gunner giving two bursts and mid-upper three, as our aircraft corkscrewed back into cloud cover - tops 7,000 feet. Enemy aircraft came round astern of Stirling as it corkscrewed, but did not open fire. No strikes were seen and enemy aircraft was not seen again, our Stirling remaining in cloud several minutes. Visibility above cloud was good, but no moon. No claim.

16/17 April 1943: Target Mannheim:

Stirling I, L/15, No.EF351 (Captain Flight Sergeant O'Connor) returning from attack on Mannheim was flying at 9,000 feet, position 43.35 North 07.08 East. Our aircraft was losing height for return journey when front gunner (Sergeant Price) sighted a beacon consisting of one single revolving orange beam close to a stationary white light. Immediately afterwards he reported a Me.109 600 yards on the port quarter and told captain "corkscrew port". Our tail gunner, Sergeant Sherar, and the night fighter opened fire practically simultaneously at about 500 yards, tail turret being almost immediately rendered unserviceable and starboard inner engine damaged and cut. Enemy aircraft passed starboard beam down 200 yards away and broke off attack.

Second attack: Top gunner told captain "corkscrew port" as an Me.109 attacked on port beam down. Simultaneously an attack was made by a second Me.109 from dead ahead. First Me.109 passed 500 feet beneath our aircraft to starboard beam, scoring hits on main plane. Top gunner (Sergeant Gaylor) fired short burst as this aircraft passed below. Second Me.109 attacking from ahead scored hits on three airscrews and front turret. Front gunner replied and was himself hit though not wounded, one bullet being deflected by coins in his pocket.

Both enemy fighters broke off this attack but immediately renewed it by a simultaneous and identical attack to that reported above. One came in ahead, sighted at 1,000 yards by front gunner. He made a very determined attack by

cannon all the way in to point-blank range. Front gunner answered with one gun (others unserviceable) and he and captain saw strikes on enemy aircraft which dived under our Stirling and was not seen again. Front gunner (Sergeant Price) claims this fighter as damaged.

Second fighter made climbing attack from port beam, passed below our aircraft and broke off attack.

The third and last attack was made by one fighter when our aircraft had lost much height and was not able to corkscrew owing to speed and one dead engine. Captain made "turns in" as his three engines allowed as fighter came in on fine starboard quarter, closing from 6 to 300 yards and maintaining this distance firing cannon continuously. Top gunner fired 400 rounds and saw a fire break out in the enemy's nose. Tail and top gunner saw enemy aircraft go down in steep dive and explode on the ground. Claimed destroyed. Confirmed, seen burning on the ground by all of crew.

Damage: Our aircraft survived 300 holes, principal damage being Starboard Inner engine and rear turret unserviceable - tail wheel shot off - hits on bomb panel, main plane, etc.

Enemy aircraft appeared to have two cannons, two machine guns.

Comment: The head-on attacks in these combats were obviously deliberately planned and the crew of our aircraft were impressed by the technical efficiency of the night fighters' attack. They were also unanimous in their opinion of the virtue of fighter affiliation and "fighting control" drill.

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O'CONNOR, F/O John Charles Patrick (J22860) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 19 January 1945 as per **London Gazette** of that date and AFRO/431 dated 8 August 1947. Born 12 April 1915 in St. James, Manitoba; home in East Kildonan, Manitoba. Enlisted in Winnipeg, 9 October 1941. Granted Leave Without Pay until 10 December 1941 when posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 31 January 1942. To No.3 BGS, 13 February 1942. To No.7 ITS, 28 March 1942. Graduated and promoted LAC, 22 May 1942 but not posted to No.6 EFTS until 13 July 1942. Ceased training and posted to (Trenton, 6 August 1942; to No.5 AOS, 26 September 1942. Graduated and commissioned, 22 January 1943. To "Y" Depot, 6 February 1943. To RAF overseas, 3 March 1943. Promoted Flying Officer, 22 July 1943. Repatriated 15 November 1944. To No.2 Training Command, 5

January 1945. To No.7 AOS, 9 January 1945. Promoted Flight Lieutenant, 22 January 1945. To United Kingdom again, 13 April 1945. Repatriated 5 August 1945. Retired 17 September 1945. Medal presented 11 June 1949. No citation other than "completed numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Navigator. Public Records Office Air 2/9038 has recommendation dated 15 October 1944 when he had flown 31 sorties (145 hours ten minutes). 18 April 1944 to 26 September 1944.

18 April 1944 - Rouen
20 April 1944 - Cologne
22 April 1944 - Dusseldorf
19 April 1944 - Orleans
22 April 1944 - Dortmund
24 April 1944 - Aachen
2 June 1944 - Berneval le Grand
5 June 1944 - D Day Special Patrol
15 June 1944 - Boulogne
16 June 1944 - Sterkrade
25 June 1944 - Ligescourt
4 July 1944 - Orleans
12 July 1944 - Vaitres
14 July 1944 - Villeneuve St.George
18 July 1944 - Scholven
2 August 1944 - Coquereaux
3 August 1944 - Trossy St.Maximim
4 August 1944 - Pauillac
5 August 1944 - Blaye
7 August 1944 - Fontenay le Marmion
12 August 1944 - Brunswick
15 August 1944 - Le Culot
18 August 1944 - Ghent/Terneuzen
25 August 1944 - Russelheim
26 August 1944 - Kiel
31 August 1944 - St.Riquier
5 September 1944 - Le Havre
6 September 1944 - Le Havre
8 September 1944 - Le Havre
17 September 1944 - Leeuwarden
26 September 1944 - Calais

Flying Officer O'Connor, a Canadian, has completed a very successful tour of operations with this squadron comprising 31 sorties. Many of these sorties have been carried out in the face of bitter opposition against very heavily defended targets in Germany and occupied Europe, and in support of the invasion by our land forces.

Flying Officer O'Connor has at all times displayed a fine offensive spirit and by his skill, determination and high personal courage in the face of the enemy, he has set a fine example to the crew.

It is strongly recommended that the high standard of navigational proficiency and devotion to duty displayed by this officer in the most hazardous circumstances be recognized by the award of the Distinguished Flying Cross.

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O'CONNOR, WO1 John Edward Madden (R117144) - **Air Force Cross** - No.7 OTU - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 28 August 1919 at Sault Ste.Marie, Ontario (RCAF press release announcing award); educated at Bruce Mines (1925-1937), Assumption College, Sandwich (1937-1939, commercial) and linotype school in Brooklyn. Printer and canteen worker. Enlisted 25 July 1941 in North Bay and posted to No.2 Manning Depot, Brandon. To No.36 SFTS, Penhold, 31 August 1941. To No.4 ITS, Edmonton, 11 October 1941; graduated and promoted LAC, 20 December 1941. To No.5 EFTS, High River, 21 December 1941; to No.3 Manning Depot, Edmonton, 15 March 1942; to No.4 SFTS, Saskatoon, 29 March 1942. To Central Training School, Rockcliffe, 24 June 1942. Promoted Sergeant, 16 October 1942. To No.124 Ferry Squadron, 5 November 1942. To No.1 BGS, Jarvis, 7 January 1943. Promoted Flight Sergeant, 16 April 1943. Promoted WO2, 16 October 1943. Promoted WO1, 16 April 1944. To No.7OTU, Debert, 16 August 1944. To No.8 OTU, Greenwood, 31 March 1945. To No.3 Release Centre, 10 August 1945. Retired 11 August 1945. Rejoined RCAF, 3 April 1946 (20937) in rank of LAC at Trenton and as Clerk/Administration. To No.2 Composite Training School, Mountain View, 22 June 1946. To AFHQ, 31 December 1946. Reclassified as Clerk/Typist, 3 January 1949. Promoted Corporal, 1 April 1950. To Station Goose Bay, 13 February 1951. Reclassified as Clerk/Administration Supervisor and promoted Sergeant, 1 April 1953. To No.1 Air Radio Observer School, Clinton, 22 August 1953. To Training Command Headquarters, 6 June 1955. To Support Unit, Metz, 9 June 1959. To Station Trenton, 31 July 1963. To Mont Apica, 15 April 1964. Retired to Ottawa, 29 March 1970. Died in Ottawa, 1 December 1975. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 7) has citation. When recommended he had flown 1,404 hours.

The enthusiasm he has shown in carrying out his tedious duties as a pilot of

target aircraft has greatly facilitated the gunnery training. At all times Warrant Officer O'Connor has displayed sincere devotion to his duties which have always been performed in a most exemplary manner.

The recommendation was raised by W/C R.C. Fumerton, January 1945 when he had flown 1,404 hours (162 in the previous six months) as follows:

This Warrant Officer has been continuously employed as a staff pilot for 26 months during which time he has flown 1,083 hours in the pursuance of his duties which entailed very tedious flying. While at this unit his enthusiasm in carrying out his duties as a pilot of target aircraft has greatly facilitated the gunnery training. At all times Warrant Officer O'Connor has displayed sincere devotion to his duties which have been performed in a most exemplary manner.

Notes: Assessed 9 July 1943 - "Strongly recommended for commissioned rank." (S/L L.S. Montigny).

Assessed 14 October 1943 - "A good, steady hard worker." (S/L L.S. Montigny).

Checked by CFS Visiting Flight, 13 June 1944. At the time he had flown Anson, Harvard, Bolingbroke, Moth, Cessna, Oxford and Cornell - 62.00 single-engine dual, 114.00 single engine solo, 74.00 twin engine dual and 813.00 twin engine solo. Tested on an Anson and rated "A" as high average staff pilot.

Assessed 20 June 1944 - "Although this airman allowed his flying to deteriorate, it is not felt to be entirely his fault, as no proper and efficient facilities existed for him to improve his flying. He has displayed marked organizing ability and since being given further dual instruction by this unit he has shown ability to apply himself. This was evidenced by the outstanding improvement made on his check with Cental Flying School Visiting Flight." (S/L D.V. Thomas)

Training: Interviewed 25 July 1941 in North Bay. "Fine type of youth - clean cut - personable - keen to fly. Recommend as Pilot/Observer."

Attended No.4 ITS, 10 October to 5 December 1941. Courses in Mathematics (57/100), Law and Discipline (76/100), Armament, practical and oral (72/100), Drill (70/100), Signals (60/100). Rated 81 percent in Visual Link. Placed 144th in a class of 177. "Full out, energetic. Will have to work for his ground subjects; average sports."

Attended No.5 EFTS, 22 December 1941 to 27 February 1942. Tiger Moth aircraft - 29.15 dual, 38.15 solo; was 10.25 on instruments. Also 3.30 night flying. Logged 11.55 in Link. "Does not look around enough." Ground courses in Airmanship (144/200), Airframes (56/100), Engines

(58/100), Signals, practical (90/100), Theory of Flight (68/100), Air Navigation (135/200 on supplemental), Armament (63/125) and Aircraft Recognition (55/75 on supplemental), Placed 66th in a class of 68. "Below average, lacks power of concentration, should have done better. Conduct very good."

Attended No.4 SFTS, 30 March to 23 June 1942. Crane aircraft - 42.55 day dual, 72.20 day solo, 5.35 night dual, 10.25 night solo. Was 20 hours on instruments. Logged three hours in Link. "A very good pilot. Learns rapidly and is keen to fly." Courses in Airmanship and Maintenance (132/200), Armament, written (60/100), Armament, practical (80/100), Navigation (38/150), Meteorology (35/50), and Signals, written (31/50) and Signals, practical (85/100). Did not qualify for wings but recommended for Staff Pilot. "Seems to have been too interested in flying to realize the necessity of studying ground school work. Conduct and attitude towards Service good."

On course at No.8 OTU from 16 April 1945 until suspension. He had previously flown 129.55 day dual, 1,090.10 day solo, 11.55 night dual and 221.15 night solo. On course he flew 11.40 day dual and 20.25 day solo (these figures included 4.25 on Oxford, the rest on Mosquito). Although his instructor (F/O C.P. Jones) rated his flying fair ("He exhibited no outstanding faults or attributes"), he failed in ground school.

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O'CONNOR, F/O Percy Charles (J17736) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 5 June 1945 per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born in London, England, 11 October 1915; home in Colonie, New Jersey (elevator operator); enlisted in Montreal, 5 February 1941 and posted to No.1 Manning Depot. To No.5 Equipment Depot, 25 March 1941. To No.1 WS, 25 May 1941. Promoted LAC, 28 June 1941; graduated 8 November 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 8 December 1941. To "Y" Depot, 9 December 1941; to RAF overseas, 7 January 1942. Commissioned 14 April 1943. Promoted Flying Officer, 14 October 1943. Promoted Flight Lieutenant, 14 April 1945. Repatriated 28 August 1945. Retired 13 September 1945. Medal presented in United States, January 1956. Posted from No.76 Base to No.426 Squadron, 4 February 1945. Apparently not crewed. On 21 March 1945 was in F/L L.R. Deryckere's crew (a write-in) - although casualty records say he was wounded on 25 March 1945, but he is not on crew lists for that date. Possibly in crew of either F/L G.S. McMonnie or P/O D.R. Black (both hit by flak that day).

This officer has participated in many sorties as wireless operator. In March 1945, while attacking a target in Germany, his aircraft was subjected to intense anti-aircraft fire. Flying Officer O'Connor was wounded, sustaining severe injuries to the chest and forehead. Despite intense pain, he remained in his post until the

target had been successfully attacked and the aircraft was well clear of enemy defences. His determination and devotion to duty were in keeping with that which he has invariably shown.

DHH file 181.009 D.4431 (Library and Archives Canada RG.24 Volume 20649) has recommendation drafted by W/C C.M. Black, 1 April 1945 when he had flown 37 sorties (234 hours two minutes); name given as Patrick Charles O'Connor. Sortie list and submission as follows:

First Tour

31 July 1942 - Dusseldorf (4.58)
18 August 1942 - Flensburg (6.30)
28 August 1942 - Saarbrucken (7.05)
31 August 1942 - dinghy search (3.40)
1 September 1942 - Saarbrucken (6.55)
7 September 1942 - Lorient (6.00)
13 September 1942 - Bremen (5.35)
21 January 1943 - Frisians (4.05)
4 February 1943 - Turin (8.45)
18 February 1943 - Frisians (4.15)
19 February 1943 - Wilhelmshaven (4.35)
1 March 1943 - Berlin (8.40)
4 April 1943 - Kiel (6.00)
16 April 1943 - Pilsen (9.45)
4 May 1943 - Dortmund (5.25)
28 June 1943 - Cologne (4.45)
7 October 1943 - Stuttgart (8.00)
20 October 1943 - Leipzig (6.55)
16 December 1943 - Berlin (7.25)
29 December 1943 - Berlin (7.15)
5 January 1944 - Stettin (8.20)
27 January 1944 - Berlin (8.30)
15 February 1944 - Berlin (7.31)
19 February 1944 - Leipzig (7.50)
7 March 1944 - Le Mans (5.24)
15 March 1944 - Stuttgart (7.34)
31 March 1944 - Nuremberg (7.17)
10 April 1944 - Laon (4.49)
18 April 1944 - Noisy le Sec (5.00)

20 April 1944 - Cologne (5.00)
24 April 1944 - Karlsruhe (6.36)
26 April 1944 - Essen (4.37)

Second Tour

20 February 1945 - Monnheim (7.00)
21 February 1945 - Worms (6.35)
23 February 1945 - Essen (6.20)
24 February 1945 - Kamen (6.30)
21 March 1945 - Rheine (5.35)

Flying Officer O'Connor has completed one tour of operations and is presently undergoing a second tour with this squadron. On the 25th of March 1945, while attacking a target in Germany in daylight, the aircraft in which this wireless operator was flying was subjected to intense enemy anti-aircraft fire. On the run up to the target this officer suffered a severe wound in the chest, just over the heart, and was also badly cut on the forehead just over the eye, by flak. Despite these painful wounds he remained at his post and refused being moved to the rest position until the captain ordered him carried back. Flying Officer O'Connor did not make the extent of his injuries known until the crew had successfully attacked the target and the aircraft was well clear of enemy defences.

The splendid example set by this officer in remaining at his post and declining attention until the objective had been attacked, set an admirable example of courage and determination to the other members of the squadron. Such courageous devotion to duty fully merits recognition and I strongly recommend the award of an immediate Distinguished Flying Cross.

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O'DRISCOLL, WO (now P/O) Donald Joseph (R65084/J16106) - **Mention in Despatches** - No.10 Squadron - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born 17 November 1920 in Newfoundland. Home in St.John's Newfoundland; enlisted in Halifax, 10 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940 when posted to No.6 EFTS; graduated 3 October 1940 and posted next day to No.1 SFTS; graduated and promoted Sergeant, 17 January 1941. To No.1 Manning Depot RAF, 29 January 1941; to Embarkation Depot, 4 February 1941; to RAF overseas, 2 March 1941. Commissioned 23 August 1942. Promoted Flying Officer, 23 February 1943. Repatriated 10 September 1943. To No.2 SFTS, 5 January 1944. Promoted Flight Lieutenant, 23 August

1944. To No.5 OTU, 24 September 1944. To "Y" Depot, 31 March 1945. To RAF overseas again, 13 April 1945; repatriated again 2 August 1945. To No.2 Air Command, 13 August 1945. Retired 10 November 1945. Rejoined as Air Cadet Officer, St. John's, Newfoundland, 1 May 1952 in rank of Flight Lieutenant (300838); promoted Squadron Leader, 1 May 1954. Released 19 September 1956. DHist file 181.009 D.1505 (RG.24 Vol.20599) has a long recommendation for an immediate DFC dated 5 May 1942 when he was on strength of No.10 Squadron (RAF). He had then flown 16 sorties; the incidents for which he was being cited were on the nights of 3/4 and 4/5 May 1942 when attacked by enemy fighters. It is not known why this award was not granted, and the time lapse makes it unclear as to whether there is a connection between the DFC recommendation and this Mention in Despatches. For the record, the recommendation read:

Warrant Officer O'Driscoll has been with No.10 Squadron since 12th May 1941, and has to date carried out 16 operational flights, the last eight as captain.

On the night of 3/4th May 1941, he was detailed to carry out operations over enemy territory. Before reaching the target, however, his aircraft developed engine trouble at 11,000 feet and began to lose height, and he was obliged to turn back with the outer port engine throttled back to just sufficient revs to keep the rear turret working. The high speed superchargers of the remaining three engines also failed, with the result that boost pressure dropped considerably, and the second wireless operator then reported that the mid-upper turret was out of order and his guns unworkable.

Shortly afterwards, when at 9,000 feet, the aircraft was fiercely attacked by a ME.109, and Warrant Officer O'Driscoll, keeping up a running commentary of instruction to the rear gunner and encouragement to the remaining crew, proceeded to take violent evasive action. Hampered by his skilful manoeuvring, the enemy aircraft was only once able to strike, bullets entering the tail and fuselage. By turning sharply into the attacking ME.109 he finally presented the rear gunner with the opportunity for a perfect burst of return fire right into the fuselage, and the enemy aircraft dived down out of sight, failed to reappear, and is claimed as damaged.

Ten minutes later the rear gunner reported that another night fighter was following 1,000 yards astern. Instructing him to hold his fire and to keep him fully informed, the captain endeavoured to reach cloud. The aircraft, which had now been identified as a JU.88, approached within 300 yards and, although it fired six bursts, the captain, by skilful turning and twisting, succeeded in evading its fire. The fighter then returned to make a second attack which was again successfully

avoided, and this time the rear gunner was able to get in a long burst, and saw his bullets entering the port engine of the fighter, immediately following which the enemy aircraft was lost to sight in a terrific yellowish-red flash. By this time the captain had succeeded in gaining cloud cover at 3,800 feet and the fall of the Junkers 88 could not be followed. As the flash was also confirmed by the second wireless operator from the mid-upper turret, the aircraft is claimed as probably destroyed. On their return to base, the crew were outspoken in their praise of the captain's brilliant airmanship.

I consider that Warrant Officer O'Driscoll displayed leadership and courage of the highest order. Undoubtedly his judgment and skill under close enemy fire twice saved a valuable aircraft and the lives of his crew and I have no hesitation in recommending that his outstanding work be recognized by the immediate award of the DFC.

To this, the Officer Commanding Base Leeming added:

Warrant Officer D.J. O'Driscoll is a most gallant and determined officer with a high conception of devotion to duty when twice attacked by enemy fighters on the night of 3rd and 4th May. This officer, by his cool courage and calculated judgement, coupled with splendid airmanship, undoubtedly saved his aircraft and the lives of his crew. His rear gunner probably destroyed one of the fighters. He has marked qualities of leadership and at all times sets a magnificent example to the members of his squadron. I strongly recommend him for the immediate award of the DFC.

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O'DRISCOLL, F/O James Wilson (J35128) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 15 February 1922 at Cape Race, Newfoundland; home in Prince Edward County, Ontario (office clerk); enlisted in Sarnia, 14 May 1942. To No.1 Manning Depot, 18 June 1942. To No.6 SFTS (guard duty), 10 August 1942. To No.6 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942 but not posted to No.12 EFTS until 9 January 1943. To No.10 SFTS, 20 March 1943; ceased training and posted to No.2 Manning Depot, 9 April 1943; to No.7 BGS, 30 April 1943; graduated 23 July 1943 and posted next day to No.5 AOS; graduated and commissioned 3 September 1943. To "Y" Depot, 17 September 1943. Taken on strength of No.3 PRC, 8 October 1943. Promoted Flying Officer, 3 March 1944. Repatriated 14 December 1944. To No.9 BGS, 16 January 1945. To Release Centre, 2 March 1945; retired 19 March 1945. Attended University of Western Ontario and had a long career in

marketing. Died in Burlington, Ontario, 8 August 2013. Medal sent by registered mail 5 July 1945. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8831 has recommendation dated 12 November 1944 when he had flown 30 sorties (145 hours).

23 July 1944 - Kiel
1 August 1944 - La Belle Croix les Bruyeres
2 August 1944 - Le Havre
3 August 1944 - Trossy St.Maximim
4 August 1944 - Pauillac
7 August 1944 - Fontenoy le Marmion
10 August 1944 - Paris
11 August 1944 - Douai
14 August 1944 - Fontaine le Pin
15 August 1944 - Leculot
16 August 1944 - Stettin
25 August 1944 - Russelsheim
26 August 1944 - Kiel
29 August 1944 - Stettin
31 August 1944 - Agenville
3 September 1944 - Gilze Rijen
5 September 1944 - Le Havre
6 September 1944 - Le Havre
7 September 1944 - Le Havre
10 September 1944 - Le Havre
20 September 1944 - Sangatte
26 September 1944 - Calais
27 September 1944 - Calais
2 October 1944 - Westkapelle
5 October 1944 - Saarbrucken
12 October 1944 - Fort Frederik Hendrik
13 October 1944 - Duisburg
14 October 1944 - Duisburg
19 October 1944 - Stuttgart
25 October 1944 - Essen

As an Air Bomber this Canadian officer has now completed 30 sorties over heavily defended targets in enemy occupied territory and Germany itself. Throughout these sorties he has proved himself to be an Air Bomber of

exceptional skill and an outstanding member of a very gallant crew. He has consistently given good results in his attacks, which have been characterized by a determination to press home the blow on the enemy's vitals and inflict the maximum possible damage.

On one occasion, when his aircraft was not developing full power, he nevertheless asked for a second run over the target to make sure that a successful attack was delivered. This attack is typical of this officer's keen sense of devotion to duty and high discipline. For his fine record, skill and determination, he is recommended for the award of the Distinguished Flying Cross.

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O'GORMAN, F/O Howard Wainwright (J19731) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 30 September 1920 in Sudbury; home there; enlisted in North Bay, 30 July 1941 and posted to No.2 Manning Depot. To No.4 ITS, 31 August 1941. Graduated and promoted LAC, 3 October 1941 when posted to No.18 EFTS; ceased training and posted to Trenton, 29 November 1941; to No.9 AOS, 14 February 1942; graduated 23 May 1942 when posted to No.4 BGS; may have graduated 4 July 1942 but not posted to No.1 ANS until 18 July 1941; graduated and promoted Sergeant, 21 August 1942. To "Y" Depot, 18 September 1942. To RAF overseas, 26 October 1942. Promoted Flight Sergeant, 21 February 1943. Promoted WO2, 21 August 1943. Commissioned 16 December 1943. Promoted Flying Officer, 16 August 1944. Repatriated 9 March 1945. Retired 29 June 1945. Medal presented 5 October 1946. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". In F/L Keane's crew. DHist file 181.009 D.3080 (RG.24 Vol.20636) has recommendation dated 20 July 1944 when he had flown 36 sorties (197 hours 24 minutes), 22 September 1943 to 18 July 1944 (111 "points"). On his first sortie (Hanover, six hours five minutes) his aircraft was attacked by a Do.217 and coned for six and three minutes. Second sortie (27 September 1943, Hanover) not completed when starboard inner engine became unserviceable. Third sortie completed (Bochum) with seven guns unserviceable and one engine "ropey". Many enemy aircraft seen on fifth sortie (4 October 1943, Frankfurt) and sixth sortie (23 October 1943, Kassel). On seventh sortie (3 November 1943, Dusseldorf, five hours 35 minutes) aircraft hit by six incendiaries; starboard inner engine knocked out, three-foot hole in outer port wing, holed in outer starboard fuel tank and starboard tail plane. On ninth sortie (Leipzig, nine hours 25 minutes) hit by 14 incendiaries and a propeller knocked off.

This officer has completed a tour of thirty-six operations, twelve of which have

been to heavily defended German targets. This officer is an exceptionally capable and efficient navigator whose courage and devotion to duty have been an inspiration and example to all crews.

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O'GORMAN, F/O John Francis (J26089) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 16 September 1913 in Perth, Ontario; home there; enlisted in Ottawa, 18 May 1942 and posted to No.1 Manning Depot. To No.6 ITS, 29 August 1942; graduated and promoted LAC 23 October 1942; posted next day to No.6 BGS; may have graduated 18 December 1942 but not posted to No.4 AOS until 27 December 1942; graduated and commissioned 5 February 1943. To "Y" Depote, 19 February 1943; to RAF overseas, 8 March 1943. Promoted Flying Officer, 5 August 1943. Repatriated 15 November 1944; to No.3 Release Centre, 12 January 1945. Retired 23 January 1945. Died 11 October 1966 as per DVA letter dated 31 October 1966. Medal presented 21 May 1949. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 12 September 1944 when he had flown 32 1/2 sorties (186 hours 25 minutes), 2 September 1943 to 8 August 1944; the half-trip was a sea search on 24 November 1943.

This officer has completed a long operational tour most successfully. His trips include Berlin (eight), Hanover, Frankfurt (twice), Stettin, Brunswick, Magdeburg, Stuttgart (twice). His co-operation, coolness and devotion to duty contributed in a large measure to the success of these operations. Flying Officer O'Gorman's cheerful confidence, reflected in the high standard of morale in his crew, has inspired the whole unit.

For his splendid record and high degree of technical ability, this officer is recommended for the Distinguished Flying Cross.

The sortie list was as follows:

2 September 1943 - mining (4.55)
5 September 1943 - mining (5.10)
18 September 1943 - mining (3.15)
2 October 1943 - mining (1.20, duty not carried out)
7 October 1943 - mining (5.20)
8 October 1943 - Hanover (5.30)
24 November 1943 - sea search (2.15, daylight)

26 November 1943 - Berlin (8.25)
3 December 1943 - Leipzig (2.40, duty not carried out)
17 December 1943 - Berlin (6.50)
20 December 1943 - Frankfurt (6.05)
29 December 1943 - Berlin (6.10)
2 January 1944 - Berlin (7.00)
5 January 1944 - Stettin (8.05)
14 January 1944 - Brunswick (5.55)
20 January 1944 - Berlin (6.25)
21 January 1944 - Magdeburg (6.10)
27 January 1944 - Berlin (8.25)
29 January 1944 - Berlin (7.15)
31 January 1944 - Berlin (6.10)
1 March 1944 - Stuttgart (7.30)
6 March 1944 - Trappes (4.30)
7 March 1944 - Le Mans (5.10)
18 March 1944 - Frankfurt (5.10)
1 May 1944 - Ghislain (1.20, duty not carried out)
8 May 1944 - Haine St. Pierre (3.45)
31 May 1944 - Mont Couple (2.55)
12 June 1944 - Cambrai (4.15)
15 June 1944 - Boulogne (3.55)
25 June 1944 - Stuttgart (8.40)
1 August 1944 - Ferme de Forrestel (4.00, day)
3 August 1944 - Foret de Nieppe (3.30, day)
5 August 1944 - St.Leu d'Esserent (4.55, day)
7 August 1944 - La Higue (4.25, day)
4 August 1944 - Bois de Casson (4.45 day)
8 August 1944 - Chantilly (4.30)

The website <http://www.yorkshire-aircraft.co.uk/aircraft/planes/ryedale/ja451.html> carries the following on an incident involving himself and Wellington JA451. On the night of 7th / 8th October 1943 this aircraft was one of ten No. 432 Squadron Wellingtons tasked with minelaying. At around 0025hrs on 8 October this aircraft attacked by an Me.110 night-fighter which inflicted damage to the flaps, hydraulics and fuel tanks. The Wellington was able to return to East Moor airfield and land safely. The rear gunner's combat report has been located and adds a lot of detail to this incident, it reads:

....While gardening off Neuwerk Island, Wellington aircraft "C" was attacked by two Me110s. Just at the end of our D.R. run I saw an aircraft below us with

navigation lights burning. The bomb aimer observed a plane climbing toward us. The bomb doors were opened, the vegetables dropped, doors closed and the pilot put the aircraft into a violent dive to port, leaving the enemy aircraft in close range of my guns, directly below and astern. I opened fire and he flew through the cone and exploded into flames, falling through the clouds 1000 feet below. A flash of explosion was observed by (the wireless operator) in the astro-dome, and (those) in the cockpit. Approximately 1000 to 1200 rounds were fired at the enemy aircraft. A few seconds later an aircraft working in conjunction with the decoy opened fire dead astern at 30 to 50 yards range with cannon and machine gun fire. Our aircraft was hit on the starboard side and (the pilot) made another dive to port as I opened fire at close range. Hits on our aircraft resulted in loss of air speed indicator, damage to the flaps and hydraulics. The starboard tail plane and wing were badly damaged and various other hits were scored by cannon and machine gun fire. Signed Sgt Quesnel.

The crew consisted of the following: Pilot - Sgt Peter Woodrow Dennis RCAF (R/14066), of Fort William, Ontario, Canada; Navigator - Sgt Gordon Atkins RCAF, of La Riviere, Manitoba, Canada; Bomb Aimer - P/O John Francis O'Gorman RCAF (J/26089), of Perth, Ontario, Canada; Wireless Operator / Air Gunner - Sgt Peter Billie Woolfenden RAFVR (1318244), of London; Rear Gunner - Sgt Joseph Herve Leon Quesnel RCAF (R/136383), of Parry Sound, Ontario, Canada; late of Reading, Berks, England.

Wellington JA451 was built to contract 92439/40 by Vickers Armstrong's Ltd at Blackpool and was delivered to 432 Squadron at East Moor during the last week of September 1943. Following damage sustained in the above incident (Cat.B/FB) the aircraft was taken away and repaired in works. On completion of repair it was issued to 300 Squadron at Ingham in early 1944 before being transferred to 16 OTU at Upper Heyford in April 1944. It remained on charge with them until the unit disbanded on 1st January 1945. The aircraft was then transferred to 12 OTU at Chipping Warden and remained with them until the unit disbanded on 22nd June 1945 from there it was flown to MU store and struck off charge and scrapped on 12th May 1947. The aircraft completed just two operational flights with 432 Squadron. The crew were back on Ops the following night in another aircraft.

Later in the year this crew had converted to flying Lancasters with 432 Squadron. For their actions on Ops on 26th November 1943 F/Sgt Dennis and Sgt Quesnel were each awarded DFM's when Lancaster LL632 was attacked by a night-fighter on Ops to Berlin. F/Sgt Dennis brought the badly damaged aircraft home safely and Sgt Quensal directed his pilot as to the whereabouts of the night-fighter after his turret was rendered unservicable. The excellent website <http://yorkshire-aircraft.co.uk/aircraft/planes/ryedale/ll632.html> provides the following:

Lancaster LL632 damaged by a night-fighter, returned to East Moor airfield.

On 26th November 1943 this aircraft took off from East Moor airfield around tea-time for an operational flight to bomb Berlin. Whilst over the target the aircraft was attacked by a night-fighter which inflicted severe damage and rendering the rear turret out of action. The crew avoided further combat and returned safely to East Moor. Whilst their exact take off time and landing time is not known 432 Squadron set out between 16.30hrs and 18.00hrs, bombing the target between 20.30hrs and 22.00hrs. The first aircraft arrived back at East Moor shortly after mid-night, with the last returning around 02.00hrs. The main bulk of this crew (minus flight engineer and mid upper gunner) were involved in a flying battle with Me110s in October 1943 in a Wellington and the rear gunner shot down one of their attackers though their Wellington was also hit. The full identity of the mid upper gunner is not yet known. Pilot - Sgt Peter Woodrow Dennis RCAF (R/140664), of Fort William, Ontario, Canada; Navigator - Sgt Gordon Morris Atkins RCAF (R/157069), aged 22, of La Riviere, Manitoba, Canada; Bomb Aimer - P/O John Francis O'Gorman RCAF (J/26089), of Perth, Ontario, Canada.; Wireless Operator / Air Gunner - Sgt Peter Billie Woolfenden RAF (1318244), of London; Flight Engineer - Sgt Walter Harris Kent RAFVR (1403194), of Margate; Mid Upper Gunner - Sgt W Riding RAF (2216021).

Lancaster LL632 was build to contract ACFT/239 by Armstrong Whitworth Ltd at Baginton and was delivered to 432 Squadron at East Moor in October 1943. The aircraft suffered Cat.A(c)/FB as a result of the damage detailed above. It was repaired on site but the repair took some considerable time to complete as the aircraft was not used operationally again until 21st January 1944 when it completed only it's second operational flight with 432 Squadron. The aircraft completed a further three operations with 432 Squadron before being transferred to 408 Squadron at Linton-on-Ouse (then coded "EQ-G") during the first week of February 1944. It was lost (with Cat.E(m) damage recorded) on 20th February 1944 when it failed to return from Ops to Leipzig. It crashed near Stendal, Germany, two being killed and 5 PoW's being taken.

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O'HANDLEY, P/O John James (J17770) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 23 November 1943 as per **London Gazette** of that date and AFRO 166/44 dated 28 January 1944. Born 4 November 1914 at Boirdale, Nova Scotia; home at George's River Station, Nova Scotia; enlisted Halifax, 9 January 1941. Posted that date to No.1 Manning Depot. To No.1A Manning Depot, 29 January 1941. To No.22 EFTS, 24 February 1941. To No.3 ITS, 3 May 1941. Promoted LAC, 7 July 1941 and posted that date to No.9 AOS. Posted to Trenton, 6 December 1941. To No.5 BGS, 15 January 1942. Graduated and promoted Sergeant, 2 March 1942. To "Y" Depot, 3 March 1942. To RAF overseas, 19 March 1942. Commissioned 17 June 1943. Promoted Flying Officer, 17 November 1943. Repatriated to Canada, 18 November 1944.

To Moncton, 8 January 1945; to No.9 BGS, 18 January 1945. Subsequently remained in postwar RCAF (service number 19919) until 8 January 1953 (Observer to 21 May 1951; Administration Branch thereafter). Medal presented 1 December 1948. Photo PL-34375 shows F/O J.J. O'Handley (left) and F/O R.M. Fleming (right). Died at Sunnybrook Hospital, Toronto, 24 May 2004.

As air gunner, Pilot Officer O'Handley has participated in a large number of sorties including three attacks on Berlin. He is a most diligent gunner whose exemplary conduct in the face of the enemy has set a worthy example. His excellent work has contributed materially to the success obtained.

NOTE: Public Record Office Air 2/5020 has recommendation drafted 21 October 1943 when he had flown 29 sorties (184 hours 53 minutes) as follows:

9 January 1943 - Silverthorne - 6.47 - Successful - No photo record
21 January 1943 - Nectarine - 5.16 - Successful. - do.
25 February 1943 - Nuremburg - 9.41 - Successful. - do.
26 February 1943 - Cologne - 5.27 - Successful. - do.
8 March 43 - Nuremburg -8.57 - Successful - Photos showed ground detail and fire tracks.
27 March 43 - Berlin - 2.06 - Returned early.
28 March 43 - St.Nazaire - 5.36 - Successful - Obtained excellent plottable result of coastline.
29 March 43 - Berlin - 7.16 - Successful - Photos show smoke and fire tracks.
16 April 43 - Pilsen - 9.26 - Successful - Good technical results. Smoke, haze and fires.
12 April 1943 - Duisburg - 4.46 - Successful - No detail on photos.
13 April 1943 - Borkum - 4.52 - Successful. Fire tracks.
23 April 1943 - Dortmund - 5.29 - Successful. Fire tracks.
25 April 1943 - Dusseldorf - 4.37 - Successful. Fire tracks.
27 April 1943 - Essen - 5.24 - Successful. Fire tracks.
11 June 1943 - Dusseldorf - 5.18 - Successful. Fire tracks.
19 June 1943 - Le Creusot - 7.12 - Successful. Ground detail 1 ½ miles from aiming point.
9 July 1943 - Gelsenkirchen - 6.27 - Successful. No camera.
13 July 1943 - Aachen - 4.51 - Successful. Photos show cloud and fire tracks.
15 July 1943 - Montbeliard - 8.06 - Photos show ground detail and fire tracks.
2 August 1943 - Hamburg - 5.40 - Successful. Flash failure.
9 August 1943 - Mannheim - 6.32 - Successful. Fire tracks.
10 August 1943 - Nuremburg - 8.14 - Successful. Photos show tracer and fires.
12 August 1943 - Milan - 9.22 - Successful. Fire tracks.
17 August 1943 - Peenemunde - 6.34 - Successful. Fire tracks.
22 August 1943 - Leverkusen - 5.08 - Successful. 10/10 cloud.
23 August 1943 - Berlin - 7.36 - Successful. Fire tracks.

27 August 1943 - Nuremburg - 8.07 - Successful. Photos show cloud 1 ½ miles from aiming point.

30 August 1943 - Munchen-Gladbach - 4.39 - Successful. Fire and cloud on photos.

31 August 1943 - Berlin - 7.33 - Successful. Ground detail and fire tracks photographed.

On the night of 27/28th March 1943, Pilot Officer O'Handley was rear gunner in an aircraft detailed to attack Berlin. Before reaching the enemy coast, the aircraft was approached by enemy night fighters. Pilot Officer O'Handley gave his captain the correct evasive action and the enemy aircraft was successfully evaded after making two attacks.

The above instance is typical of Pilot Officer O'Handley's promptitude in reporting and evading enemy night fighters during his tour of 29 operational sorties against some of the most heavily defended targets, including Essen, Cologne, Dusseldorf, Nuremburg and three to Berlin.

He has at all times displayed courage and skill of the highest order and there is no doubt that his coolness and determination in the face of adversity contributed largely to the success of the crews with whom he flew.

It is strongly recommended that this officer's courage and determination fully merit the award of the Distinguished Flying Cross.

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O'HERON, F/L Frederick Arnold (J11022) - **Commended for Valuable Services** - Station Dorval - Award effective 7 September 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 2 October 1921. Home in Peterborough, Ontario; enlisted in Toronto, 10 July 1941 and posted to No.1 Manning Depot. To No.4WS, 27 September 1941; promoted LAC, 29 October 1941; graduated 13 March 1942 and posted next day to No.1 BGS; graduated and commissioned, 13 April 1942. To No.31 OTU, 2 May 1942. To RAF Ferry Command, 3 June 1942. Promoted Flying Officer, 27 October 1942. Promoted Flight Lieutenant, 13 April 1945. To United Kingdom, 1 March 1945. Repatriated 27 July 1945. Released 5 October 1945. Worked at the Toronto Star in finance, then he returned to Peterborough to work as a systems analyst at Canadian General Electric. Retired from CGE. in 1983 after 35 years of service. Died in Peterborough, 27 September 2003. No citation in Canadian sources. Public Records Office Air 2/9117 has recommendation drafted when he had flown an unstated number of hours, 1,216 hours on transport or ferry work, and 357 hours in previous six months.

Flight Lieutenant O'Heron was posted to this group in May 1942 and since that time he has completed eleven delivery flights. He is an extremely well conducted and capable operator, who is also a navigator, in which capacity he is rated very highly.

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O'KELLY, S/L Hubert Gerard (C24840) - **Mention in Despatches** - Station Uclulet - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 20 June 1909. Home in Vancouver; enlisted Camp Borden, 24 May 1928 as an Airframe Mechanic. As of 1 September 1939 he was promoted Flight Sergeant. Served on west coast on seaplanes and flying boats; with No.4 (BR) Squadron as of 8 January 1940. Early in war he may also have served as an Air Gunner. Promoted WO2, 22 July 1940. To Aeronautical Engineer School, 31 December 1942. Promoted WO1, 1 February 1943. Reclassified as Master Mechanic, 1 February 1943. To Officer Training School, 1 April 1943. Subsequently commissioned with effect from 27 March 1943, and simultaneous promoted to Flying Officer. To "H", 14 May 1943. Promoted Flight Lieutenant, 1 January 1944. To No.124 Squadron, 11 November 1944. Promoted Squadron Leader, 1 July 1945. Re-engaged with No.12 Squadron, 1 October 1946. Remained in postwar RCAF; awarded Queen's Coronation Medal, 23 October 1953 while a Squadron Leader with No.4 (F) Wing; later Chief Technical Services Officer, No.4 (F) Wing, as a Wing Commander.

This officer's ability, devotion to duty and loyalty are outstanding, and his conduct and example have founded and maintained a high standard of efficiency, morale, and esprit de corps amongst those with whom he has served. He has the art of getting men under him to work cheerfully and well. He has shown splendid organizing ability, initiative and is an expert at "getting on with the job", with whatever tools or material available, instead of complaining of lack of material or equipment. He maintains a cheerful and calm manner when difficulties arise.

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O'MARA, F/L Earle Francis (C24442) - **Air Force Cross** - Station Pennfield Ridge - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945. Born 25 January 1913. Home in Toronto; enlisted there 7 May 1941 as Elementary Flying Training Instructor. To Trenton, 30 July 1941. Granted rank of Sergeant, 8 September 1941 and posted to No.20 EFTS. Granted Leave Without Pay until 17 June 1942, at which time he was at No.22 EFTS. To No.13 EFTS, 18 June 1942. Promoted WO2, 7 November 1942 and posted to No.5 Manning Depot. To No.6 SFTS for advanced training; 5 December

1942[may have graduated 5 March 1943 but not posted to No.1 Flying Instructor School until 19 March 1943. Commissioned with rank of Flying Officer, 1 September 1943. Promoted Flight Lieutenant, 1 October 1944. To Pennfield Ridge, 18 June 1946. To No.6 OTU, 14 September 1945. To Release Centre, 14 February 1946; released 18 February 1946.. Described as having flown 3,196 hours to date, 2,985 hours as flying instructor, 358 hours in previous six months.

This officer, a former elementary instructor, is one of the original members of the Transport Conversion Squadron. The efficient and thorough manner with which he has carried out his various assignments has been exemplary. The skill and enthusiasm he has invariably shown have been great contributions to the excellent record of Civil Airways flying that has been established by pilots of this unit. The reliable manner and great devotion to duty with which he has carried out his many tasks have been most praiseworthy.

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O'MARA, F/O Raymond Joseph (J85701) - **Distinguished Flying Cross** - No.211 Squadron - Award effective 14 November 1944 as per **London Gazette** dated 21 November 1944 and AFRO 1/45 dated 5 January 1945. Born 23 June 1916 at Laconia, New Hampshire; home in Toronto; enlisted there 15 August 1940 and posted to No.1 Manning Depot. To No.6 SFTS (guard duty), 13 September 1940. To No.6 ITS, 10 November 1940; graduated and promoted LAC, 30 January 1942; to No.20 EFTS, 14 February 1941; graduated 10 April 1942 and posted next day to No.13 SFTS; graduated and promoted Sergeant, 31 July 1942. To No.31 GRS, 28 August 1942; to "Y" Depot, 14 November 1942; to RAF overseas, 21 November 1942; commissioned 29 March 1944. Promoted Flying Officer, 29 August 1944. Posted from No.230 Group to No.143 Repair and Salvage Unit, India, 12 December 1944. Repatriated 26 September 1945. Retired 5 November 1945. Medal sent by registered mail 10 March 1949. Living in Los Angeles, California as of July 1950.

This officer, as pilot, has completed numerous operational sorties over Burma and Siam and has inflicted much damage on the enemy's road mechanical transport, locomotives, and river craft. He has taken part in attacks on enemy airfields in the Rangoon area and despite intense opposition from the enemy's ground defences and fighters has pressed home his attacks with vigour and destroyed three enemy aircraft. On another occasion he participated in the destruction of a moving locomotive. At all times his courage and skill have been of the highest order.

A website dedicated to No.211 Squadron has some information about O'Mara via the recollections of his navigator, Warrant Officer George Manderson. It notes that from January

1944 to May 1945, No.211 flew 1,790 sorties, lost 36 crews (three in training) and that six or eight held in Rangoon jail. Manderson wrote a memoir which described in detail an action on 6 March 1944 involving a 1,200 mile round trip to attack Rangoon airfields, low level and (outward bound) in formation. They left base 0615 hours, with the CO [Muler-Rowland] taking off late and independently of the other five which included O'Mara/Manderson. Formation keeping was difficult but they managed to rendezvous at Pegu Reservoir on main Mandalay-Rangoon railway and then proceeded independently to targets. O'Mara attacked an airfield with bombers present and fighters taking off while AA peppered away.

Red was firing away down the runway and then made a steep turn at the far end where there were bombers in pens. He kept the cannons going, then headed back along the runway. About half way along, and aircraft all over the place, we saw aircraft 'K', F/O Fuller, engines on fire, heading back towards the bomber pens, where it crashed and exploded. The explosion was such that I felt sure he had crashed into an occupied pen. M-R also claimed that Fuller had attacked the fighter that was on fire at the other end of the runway. Meanwhile we carried on due west, full boost and treetop level, with me keeping a lookout for pursuit. A fighter appeared on our starboard about 2,000 feet and Red took immediate evasive action but no attack came. The Jap, however, continued on a parallel course to us, which was now slightly southwest instead of to the north northwest which we required to get home. The course was also taking us towards Bassein, the main Jap airbase in the southwest of Burma. We passed just south of the base and then lost sight of our fellow traveler when we reached the coast. With hindsight it was possible that the fighter had scrambled in a great hurry just as we were arriving at Zayatkwun and may not have been fully armed or fueled. There was also the possibility that he just lost sight of us. Our Beaus were jungle camouflaged on the upper wing surfaces which made them difficult to see from above, particularly over the profuse vegetation of the Bassein Delta.

There was no sign of our formation, all having tangled with the fighters. Our main problem was now fuel. Normal cruising speed was 180 knots, just over 200 m.p.h. but during attacks this would be pushed up and with higher speeds petrol consumption increased rapidly. The pilot pushed the throttle levers forward to accelerate. As a precaution there was a thin wire across the throttle housing, referred to as the 'gate' which in an emergency could be broken and speed increased to a maximum of approximately 300 mph, which could give us a chance against some fighters. It was recommended that Maximum Boost should be used only in an emergency and only for a short time. In addition to our speedy departure, we had also traveled additional miles off course. The fuel

gauge readings, when we cleared the coast, made us less than optimistic. Red throttled back to 150 knots and we flew just off the shore at sea level, determined to get as far as we could. We didn't alter course when we came to the Jap occupied adjacent islands of Cheduba and Ramree but flew right between them. About eighty miles up the coast was the all-weather drome of Akyab, Jap-held since 1942 and currently used by their fighters for operations in the Arakan. On our present course we would be passing close to the island but, with fuel gauges getting lower and lower, we decided to send an SOS to Chittigong giving details of call sign, position and fuel shortage. Beyond Akyab there was a further eighty miles before we could reach our front line near Maungdaw. We passed Akyab at sea level, thankful to see no air activity, and then over the bomb line. There was a forward landing field at Cox's Bazaar, close to the lines, but Red decided to fly on to Chittigong, another twenty minutes flying, where they had full facilities. We landed at 1212 hours with gauges showing zero. At a preliminary debriefing here, and reporting our brush with the fighters, the intelligence officer tactlessly remarked that we had been fortunate as 'the Spitfire' had had a job getting away from them the other day. Red's retort was unprintable. I had already reported in on landing to cancel my SOS but was informed that the message had not been received. This may have been due to use being down at sea level when I transmitted. We refueled and returned to Bhatpara to again quash reports that we were 'missing presumed...' Ken Fuller RAAF and Sergeant Cook RAF were the only casualties. Claims in total were two bombers and two fighters destroyed and six fighters damaged. We were accorded one fighter damaged. A trip to remember.

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O'NEIL, F/L Donald Frank (J24506) - **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 19 September 1923. Home in London, Ontario; enlisted there 23 March 1942 and posted to No.1 Manning Depot. To No.5 SFTS (guard duty), 22 May 1942. To No.1 ITS, 7 July 1942; graduated and promoted LAC, 28 August 1942; to No.7 EFTS, 12 September 1942, to No.14 SFTS, 21 November 1942; to No.14 SFTS that date; graduated and commissioned, 19 March 1942. To "Y" Depot, 2 April 1943; to RAF overseas, 7 April 1943. Promoted Flying Officer, 19 September 1943. Promoted Flight Lieutenant, 19 March 1945. Repatriated 4 September 1945. Retired 18 October 1945.

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O'NEILL, F/L Bernard Harold (J37069) - **Distinguished Flying Cross** - No.576 Squadron - Award

effective 23 November 1945 as per **London Gazette** dated 4 December 1945 and AFRO 212/46 dated 1 March 1946. Born in Holy Rood, Newfoundland, 17 October 1914; home in Sydney, Nova Scotia; enlisted there 8 August 1942. Granted Leave Without Pay until 14 November 1943 when posted to No.5 Manning Depot. To Mountain View, 21 January 1943. To No.6 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943; to No.12 EFTS, 1 May 1943, to No.12 EFTS, 26 June 1943; to No.16 SFTS that date; graduated and commissioned, 15 October 1943. To No.1 GRS, 29 October 1943. To "Y" Depot, 22 January 1944. Taken on strength of No.3 PRC, 14 February 1944. Promoted Flying Officer, 15 April 1944. Promoted Flight Lieutenant, 18 March 1945. Repatriated 5 August 1945. To "Y" Depot, 15 September 1945. To No.1 ANS, 20 November 1945. To Release Centre, 3 January 1946. Discharged, 9 January 1946. Medal sent by registered mail 9 February 1950.

This officer as captain of aircraft has displayed outstanding courage and determination. In February 1945, when attacking Pforsheim, his aircraft was engaged by an enemy fighter but undaunted he foiled the attacker and successfully completed his mission. On another occasion in March 1945, during the return flight from Holdesheim, heavy anti-aircraft fire was encountered and his aircraft was damaged and the bomb aimer wounded. Again displaying fine airmanship and courageous determination, he flew safely back to base. On yet another occasion in April 1945 this officer was detailed for an attack against Heligoland. One engine of his aircraft became unserviceable before reaching the target area. Nevertheless, Flight Lieutenant O'Neill pressed on and successfully completed his mission. His unconquerable spirit has inspired confidence in all who have served with him.

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O'NEILL, F/L Edward Yates (J25410) - **Distinguished Flying Cross** - No.619 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, 9 January 1920; home in Granby, Quebec. Educated at McGill; enlisted in Montreal, 10 February 1942. Granted Leave Without Pay until 1 March 1942 when posted to No.5 Manning Depot. To No.31 OTU, 27 March 1942. To No.5 ITS, 5 June 1942; graduated and promoted LAC, 1 August 1942 but not posted to No.20 EFTS until 12 September 1942; graduated 21 November 1942 and posted to No.5 SFTS; graduated and commissioned 16 April 1943. To No.1 GRS, 23 April 1943. To "Y" Depot, 10 July 1943; to United Kingdom, 15 July 1943. Promoted Flying Officer, 16 October 1943. Repatriated 21 November 1944. To No.3 Training Command, 10 January 1945; to No.1 Air Command, 16 January 1945. Retired 9 March 1945. Medal presented in Montreal, 25 November 1949. Died in Toronto, 5 March 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."

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O'NEILL, F/O James Harold (J18543) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 22 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 23 February 1919. Home in Montreal. Appears to have been an airman in the RCAF, 15 February to 9 August 1939 (details lacking). Enlisted again, Montreal, 22 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 15 August 1940; to No.6 EFTS, 18 August 1940; may have graduated 14 October 1940 but not posted to No.4 SFTS until 2 November 1940; graduated and promoted Sergeant, 27 January 1941. To Embarkation Depot, 22 February 1941. To RAF overseas, 6 March 1941. Caption to photo PL-31271 taken 8 August 1944 states that he completed a first tour in the Middle East with an RAF squadron, then served an instructional tour before joining No.426 Squadron. Commissioned 22 August 1943. Promoted Flying Officer, 22 February 1944. Posted to No.426 Squadron, March 1944. Incident described was 12 May 1944. Promoted Flight Lieutenant, 11 June 1944. Medal presented at Buckingham Palace 11 August 1944. Posted from unit to "R" Depot, 23 August 1944. Repatriated to Canada, 28 October 1944. To No.5 OTU, 30 November 1944. Further postings uncertain, as well as release date. Rejoined RCAF as Radio/Radar Technician, 29 November 1949 (29489); released 13 March 1955. Replacement DFC sent to him at St.Anne's Hospital, 12 May 1961. Died 27 November 1969 as per Department of Veterans Affairs correspondence, 12 December 1969. Photos PL-32369 and PL-34003 show him. See also PL-2570 when awarded wings - Sergeant T.B. Robertson (Windsor, Ontario) and Sergeant J.H. O'Neill (Montreal).

As captain of aircraft, Flying Officer O'Neill has completed many sorties on his second tour. He has displayed commendable skill and courage and throughout his leadership has been of a high order. On a recent occasion he was detailed to attack the railway sidings at Louvaine. When crossing the enemy coast his aircraft was struck by a shell which tore a large hole in one of the wings. Nevertheless, Flying Officer O'Neill continued to the target. Whilst over the area a fighter was encountered. It was finally driven off and, although his aircraft had sustained damage he flew it to an airfield. The hydraulic system had been affected and one wheel had dropped to the down position. In spite of this, Flying Officer O'Neill made a safe landing.

DHH file 181.009 D.4431 (Library and Archives Canada RG.24 Volume 20649) has original recommendation drafted 30 June 1944 when he had flown 41 sorties (205 hours 15 minutes). Name given as "James Howard".

Flying Officer O'Neill has finished one tour and is now more than half through a

second tour as captain of heavy bombers. On a recent occasion when crossing the coast to attack marshalling yards at Louvaine, his aircraft was struck by heavy flak, putting a large hole in the port wing. Despite this damage, Flying Officer O'Neill continued on to the target which he was unable to locate on account of heavy cloud. He had just decided to head home when a twin-engine fighter coming up from underneath put 20-mm cannon shells through the bomb-bay and out through the top of the fuselage. This damaged the fuel system and hydraulics and caused one wheel to drop down. The mid-under gunner and rear gunner got in bursts but were unaware of the effects on the fighter although tracers fired by the rear gunner were seen to hit the enemy aircraft which is claimed as damaged. Reaching the coast, the aircraft was again attacked by a single-engine fighter which was evaded. Flying Officer O'Neill flew his aircraft back to this country despite the extensive damage and made a successful emergency landing.

As captain of aircraft, Flying Officer O'Neill has consistently displayed coolness and exceptional fearlessness in the face of danger. He is therefore recommended for the Immediate award of the Distinguished Flying Cross.

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O'REILLY, P/O Michael Douglas (C87213) - **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 September 1922 in Ottawa; home there or Vancouver. Able Seaman, 1939-1943; transferred to RCAF while in London, England, 28 May 1943. Trained as an Air Gunner overseas. Promoted Sergeant, 4 September 1943. Commissioned 25 May 1944. Promoted Flying Officer, 25 November 1944. Repatriated to Canada, 8 May 1946. Released 10 July 1946. Placed in Class "A" Reserve, 17 November 1947. Re-engaged in Halifax, 18 August 1952 (210754) as Supply Officer, serving to uncertain date although he was posted to Canadian Joint Staff, Washington, 5 December 1952. Medal presented in Halifax, 27 July 1949. RCAF photo PL-46313 (ex UK-23764 dated 30 November 1945) shows three Ottawa men of Bison squadron relaxing while waiting for flight to Italy to being back soldiers - F/O A.M. Band at piano, and behind are F/O W.D. [sic] O'Reilly, DFC and F/O H.A. Lindsay. 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 by W/C A.J. Lewington when he had completed 31 sorties (160 hours 10 minutes), 15 February to 20 July 1944.

This officer, the Mid Upper Gunner of the crew captained by Pilot Officer W.H. Wright, DFC, has completed thirty-one operational sorties over enemy territory

including such heavily defended targets as Berlin (2), Stuttgart, Essen (2) and Nuremburg. He has at all times displayed a fearless brand of courage in combat and his coolness and presence of mind has contributed much to the successful completion of his tour.

Pilot Officer O'Reilly has also greatly strengthened the hand of the Gunnery leader of this Squadron when on the ground, his work and leadership being a constant source of inspiration to his fellow gunners.

I consider his outstanding record and devotion to duty fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

15 January 1944 - Berlin (6.25)
6 March 1944 - Trappes (5.05)
7 March 1944 - Leman (5.45)
15 March 1944 - Stuttgart (7.25)
18 March 1944 - Frankfurt (6.05)
22 March 1944 - Gardening (6.50)
24 March 1944 - Berlin (7.15)
26 March 1944 - Essen (5.40)
30 March 1944 - Nuremburg (7.20)
18 April 1944 - Noisy-le-Sec (5.50)
24 April 1944 - Karlsruhe (7.15)
26 April 1944 - Essen (5.40)
27 April 1944 - Alnoye (4.05)
30 April 1944 - Somain (4.40)
3 May 1944 - Brest (5.25)
31 May 1944 - Au Fevre (5.15)
2 June 1944 - Dunkirk (3.40)
3 June 1944 - Dunkirk (2.20)
6 June 1944 - Conde-sur-Noireau (5.35)
7 June 1944 - Acheres (4.50)
9 June 1944 - Le Havre (4.15)
12 June 1944 - Arras (4.50)
14 June 1944 - Cambrai (4.25)
24 June 1944 - Bonnetot (4.15)
25 June 1944 - Gorenflos (4.00)
27 June 1944 - Wizernes (3.50)

28 June 1944 - Lorient (5.15)
12 July 1944 - Acquet (4.10)
18 July 1944 - Caen (4.05)
19 July 1944 - Heligoland (4.15)
20 July 1944 - Ferme-de-Forestal (4.20)

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OAKES, Nursing Sister Frances Marion (C3315) - **Associate, Royal Red Cross** - Technical Training School - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Wellington County, Ontario, 30 August 1906. Trained at the Kitchener-Waterloo School of Nursing with post-graduate studies in surgical nursing at the Montreal General Hospital. Operating Room Supervisor at the Kitchener-Waterloo Hospital pre-war. Joined RCAF in Ontario, 25 November 1940 as Nursing Sister. To Technical Training School in St. Thomas, Ontario, date uncertain. Appointed Section Officer, 25 May 1941. To "Y" Depot, 14 May 1942. To RCAF Overseas Headquarters, 13 June 1942. She and N/S Leonora Loyst were the first RCAF nurses posted overseas. She went to the Queen Victoria Hospital in East Grinstead, Sussex where she was an operating room nurse working with G/C Tilley. Her story is told in the book **As for the Canadians - The Remarkable Story of the RCAF's Guinea Pigs of World War II** by Rita Donovan. Commissioned as Pilot Officer, 1 September 1942. Repatriated 26 May 1944. To No.1 Training Command, 3 July 1944. To Trenton, 4 July 1944. Appointed Matron, 1 October 1944. To RCAF Hospital, Technical Training School, 8 June 1945. To No.1 Air Command, 16 August 1945. To Trenton, 28 August 1945. To AFHQ, 1 March 1946. To Rockcliffe, 31 May 1946. Remained in RCAF (service number 19544) with rank of Flight Lieutenant. Promoted Squadron Leader, 1 June 1947. Retired in 1958 as Principal Matron of the RCAF. Oakes received Queen's Coronation Medal, 21 October 1953 while at AFHQ. She retired to Guelph Ontario. Died in Guelph, 29 July 2009. Obituary noted that in postwar RCAF she visited and inspected medical sites on the DEW Line and was involved in the integration of the three armed forces Medical Service which came into being January 1, 1959. RCAF photo PL-24979 taken on her return to Canada. RCAF photo PL-28619 (ex UK-8226 dated 22 February 1944) is captioned as follows: "Nursing Sister Frances M. Oakes (C3315) from Rockwood, Ontario teaches LAC 'Doug' Campbell (R125527) of Vankleek Hill, Ontario, how to fold dressings. 'Doug' is a patient at the plastic surgery hospital somewhere in England where Canadian doctors and nurses labour ceaselessly to erase disfigurements which Canadians and members of other forces have sustained in action with the enemy."

This Nursing Sister has been in charge of the operating room at the Technical Training School since 1940. She is also in charge of a 250 bed hospital. Nursing Sister Oakes has carried out her duties in an exceptionally capable manner, and

as a direct result of her initiative a very high standard of efficiency has been maintained. She has set a very fine example at all times.

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OAKLEY, F/L Edward Howard (J40773) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 7 July 1921 in Middlechurch, Manitoba; home in Winnipeg (salesman); enlisted there 16 August 1941 and posted to No.2 Manning Depot. To No.1 Training Command, 13 March 1942. To No.6 ITS, 25 April 1942. To Trenton, 28 May 1942. Promoted LAC, 14 July 1942. To No.3 BGS, 31 July 1942; graduated and promoted Sergeant, 11 September 1942. To No.1 Air Armament School, 17 September 1942. To No.9 BGS, 5 October 1942. To No.1 AGGS, 8 March 1943. Promoted Flight Sergeant, 1 April 1943. Promoted WO2, 11 September 1943. To No.10 BGS, 14 September 1943. Commissioned 23 January 1944. To "Y" Depot, Lachine, 14 February 1944. Taken on strength of No.3 PRC, 5 March 1944. Promoted Flying Officer, 23 July 1944. Promoted Flight Lieutenant, 14 March 1945. Repatriated with No.420 Squadron, 12 June 1945. To Debert, 8 September 1945. To No.8 Release Centre that date. Retired 19 September 1945, settling in Vancouver. Medal presented 6 May 1950. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". Recommended 3 April 1945 as follows:

This officer has displayed great skill and tenacity, and has participated in attacks on many vital targets in Germany. At all times he has displayed the highest standard of devotion to duty. His keenness for air operations has made him a most valuable member of aircraft crew. On the ground he has proved himself a capable officer in the handling of his section, and has always applied himself to his duties with keenness and enthusiasm, and set a fine example to members of the squadron.

The sortie list (25 trips, 126 hours 50 minutes) was as follows:

4 August 1944 - Bois de Casson (4.55)
7 August 1944 - Caen (4.30)
14 August 1944 - Falaise (5.30)
18 August 1944 - Bremen (5.05)
13 September 1944 - Osnabruck (5.05)
16 September 1944 - Boulogne (4.10)
25 September 1944 - Calais (4.10)
26 September 1944 - Calais (4.20)
28 September 1944 - Cap Gris Nez (4.50)

12 October 1944 - Wanne Eickel (5.50)
14 October 1944 - Duisburg (5.35)
14 October 1944 - Duisburg (6.05)
21 October 1944 - Hanover (1.00, recalled)
23 October 1944 - Essen (6.05)
28 October 1944 - Cologne (6.45)
16 November 1944 - Julich (5.20)
27 November 1944 - Neuss (5.35)
2 December 1944 - Hagen (7.20)
18 December 1944 - Duisburg (6.10)
24 December 1944 - Dusseldorf (5.05)
13 January 1945 - Saarbrucken (7.40)
16 January 1945 - Magdeburg (6.40)
31 March 1945 - Hamburg (6,05)

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OANCIA, Sergeant Stefan (R114949) - **Distinguished Flying Medal** - No.617 Squadron - Award effective 23 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1187/43 dated 25 June 1943. Born 5 March 1923 at Stonehenge, Saskatchewan; home there; enlisted in Regina, 1 August 1941 and posted to No.2 Manning Depot. To No.34 SFTS, 30 August 1941 (guard duty). To No.2 ITS, 10 October 1941; graduated and promoted LAC, 6 December 1941; posted that date to No.3 AOS; graduated 13 March 1942 and posted next day to No.2 BGS; graduated and promoted Sergeant, 25 April 1942; to No.1 ANS on that date; graduated 25 May 1942. To "Y" Depot, 26 May 1942. To RAF overseas, 14 June 1942. Promoted Flight Sergeant, 25 October 1942; promoted WO2, 25 April 1943; promoted WO1, 25 October 1943. Commissioned (J88463), 31 July 1944. Promoted Flying Officer, 31 January 1945. Repatriated 15 April 1945. To No.2 Air Command, 2 May 1945. To Release Centre, 21 June 1945. Retired 25 June 1945. Died in Ottawa, 6 May 1999. Medal presented at Buckingham Palace 22 June 1943. Ruhr dams raid. See Donald A. MacLean, DFM for others decorated and citation. RCAF photo PL-19327 (ex UK-4335 dated 30 June 1943) taken following investiture of personnel taking part in famous "Dams Raid"; front row are F/L J.C. McCarthy, Long Island, F/O D.R. Walker of Blairmore, Alberta, W/C Guy Gibson, P/O George A. Deering of Toronto, and P/O H.T. Taerum of Calgary; back row is P/O K.W. Brown of Moose Jaw, Sergeant S. Oancia of Stonehenge, Saskatchewan, and P/O D.A. McLean of Toronto. Photo PL- 19328 (ex UK-4336 dated 30 June 1943) taken on same occasion but different arrangement - front row are Walker, Deering and Taerum; back row are McCarthy, Brown, Oancia and MacLean. Photo PL-35922 is a portrait.

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OATES, FS Robert John (R51831) - **Distinguished Flying Medal** - No.97 Squadron - Award effective 31 December 1942 as per **London Gazette dated 29 December 1942 and AFRO 232/43** dated 12 February 1943. Born 25 January 1912 in Leighton Buzzard, Bedfordshire; home there (smelter); enlisted Sudbury, 11 May 1940. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 21 July 1940; to RCAF Station Rockcliffe on that date; promoted Sergeant (Air Gunner), 30 September 1940; to No.119 (BR) Squadron, 23 October 1940. To Embarkation Depot, 9 July 1941. To RAF overseas, 8 August 1941. Commissioned 8 October 1942. Promoted Flying Officer, 8 April 1943. Promoted Flight Lieutenant, 8 October 1944. Repatriated 7 July 1945. To No.1 Composite Training School, 20 July 1945. To Release Centre, 26 September 1945. Discharged 11 October 1945. Served as an Air Cadet Officer, Barrie, Ontario (service number 300834, rank of Squadron Leader, No.102 Air Cadet Squadron), 24 June 1952 to 6 November 1961, settling in Kingston, Ontario. Medal presented at Buckingham Palace 13 April 1943. Photo PL-15733 taken after investiture. PL-15738 shows Terence Garraghan of Sunderland, England, awarded DSM when he showed great courage during a hazardous and unescorted voyage to Murmansk, though aged only 16 and less than five feet tall. Examining his medal are (left) FS W.D. MacGonagle, DFM and (right) P/O Robert J. Oates, DFM. Photo PL-23757 is a portrait.

This rear gunner has taken part in attacks against many of the enemy's most strongly defended objectives. Throughout he has set a very high standard which has been a fine example to all.

The website "Lost Bombers" provides the following on his being made a POW in June 1944. Halifax MZ537 of No.431 Squadron (SE-H), target Sterkrade, 16/17 June 1944. This was one of four No.431 Squadron Halifaxes lost on this operation; the others were LK837, MZ520 and NA514. MZ537 was initially issued to No.425 Squadron. Airborne at 2314 hours, 16 June 1944 from Croft. Shot down by flak and fighter. The crew abandoned between the villages of Druten and Puiflijk. The empty aircraft crashed at Dreumel (Gelderland) about 3 km SW of the small town of Druten, south of the Waal and 19 km WNW of Nijmegen. Crew consisted of F/L M.M.Johnstone, RCAF (POW number 4794), Sergeant J.C.Fereday (POW number 159), F/L J.C.Burns, RCAF (POW number 5067), F/O C.Bell, RCAF (POW number 4791), F/O L.O.Stanley, RCAF (POW number 6389), F/O M.B.Steeves, RCAF (POW number 5073), and F/O R.J.Oates, RCAF (POW number 6286).

Directorate of History and Heritage file 181.001 D.24 has "Loss of Bomber Aircraft" files by Oates, based on interview of 29 May 1945. He stated he had flown 45 sorties as Rear Gunner.

Took off from Croft. Trip normal to target. Bombs dropped and hit by flak on leaving target. Port outer caught fire. Engine would not feather. Pilot tried diving with no success. Fighter attacked, presumably from dead below as

cannon shell came through rest chair and nose setting plane on fire. Pilot tried to dive into cloud bank below. Fuselage fire brought under control but engine getting worse. More cannon shell hit front of aircraft and fires started again. Pilot ordered bale out as approaching coast. At no time was the rear part of the aircraft attacked. I fired one burst at aircraft breaking away starboard down. Aircraft unidentified. Aircraft was travelling off direction.

Notes: Out of rear door. Could not get out of turret. I was too large. Hit back of head on landing.

RCAF Press Release 1645 dated 12 May 1943 read as follows:

He flies in a Lancaster as a rear gunner and has been to such targets as Essen, Hamburg, Cologne, Dusseldorf, Duisburg, and the Ruhr Valley. He has finished one tour and is at present acting as a gunnery instructor at an Operational Training Unit. Oates, who has been overseas for 20 months, has just received his commission and it is dated back six months.

"As we crossed Denmark," said Oates telling about his mine laying trip in the Baltic, "a terrific ack-ack barrage came smack up at us. They scored a direct hit. A shell came right inside the kite and burst into a thousand pieces. Shrapnel was flying around in every direction. But by some miracle nobody was injured. We came down to within a hundred feet of the ground to get out of the searchlights and away from the flak."

Oates pumped many hazards of rounds of ammunition in the direction of the searchlights and had the thrill of seeing four or five belch a red flame before blacking out.

Pilot Officer Oates, who is 31, came overseas as a veteran. He was a member of a squadron in Canada and flew in Blenheims on coastal command for a year. He chalked up many hours as they flew part way out to sea as escorts for convoys.

Two other Canadians, an Aussie, a West Indian and two Englishmen form the rest of the crew. The Canadians are Pilot Officer Ben Cook, a navigator from Arden, Manitoba, and Sergeant Bill Townley, Toronto, who is mid-upper gunner.

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OATWAY, F/L Wallace Reginald (J14817) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45

dated 13 July 1945. Born 9 January 1917 in Creston, British Columbia; home in Vancouver (store clerk); service with Seaforth Highlanders, February to November 1941 (Acting Lance Corporal, bayonet instructor, section leader). Enlisted in RCAF, Vancouver, 20 November 1941. Granted Leave Without Pay until 27 December 1941 when posted to No.5 Manning Depot. To No.4 EFTS (guard duty), 14 March 1942. To No.7 ITS, 25 April 1942; graduated and promoted LAC, 19 June 1942); to No.1 BGS, 4 July 1942; graduated 23 August 1942 and posted to No.1 AOS; graduated and commissioned 9 October 1942. To Mountain View, 17 October 1942 to attend a Bombing Instructor course, finishing ninth in a class of 14 - "Has average lecturing ability and a fair knowledge of bombing subjects. With further experience will be a capable assistant instructor." To No.5 BGS, 2 November 1942 to instruct - described 14 April 1943 as "A capable, industrious officer who has taken a very keen interest in the instructional duties assigned to him." (S/L W.T.F. Tourgis). Promoted Flying Officer, 9 April 1943. To "Y" Depot, 19 July 1943; embarked from Halifax, 26 August 1943; disembarked in Britain, 1 September 1943. To No.4 (Observer) AFU, 9 November 1943. To No.24 OTU, 28 December 1943. To No.61 Base, 24 March 1944 and attached to Dalton Battle School for duties. To No.424 Squadron, 9 August 1944. Promoted Flight Lieutenant, 9 October 1944. To No.64 Base, 1 February 1945. To No.6 Group Headquarters, 23 February 1945. To No.64 Base, 1 March 1945. To RCAF Overseas Headquarters, 1 May 1945. Repatriated 13 June 1945 via Dartmouth. To Greenwood, 2 August 1945. Released 17 September 1945. Re-engaged as Flight Lieutenant, Air Cadet Branch, 15 October 1947 (300377) at Chilliwack, British Columbia; released 15 March 1952. Medal presented 20 November 1948. Died in White Rock, British Columbia, 28 January 1992. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 19 December 1944 when he had flown 19 sorties (103 hours 56 minutes), 27 August to 5 December 1944.

This officer, an Air Bomber of outstanding ability, has completed many sorties over the main German targets during the summer and fall of 1944. His extreme keenness for operational duties has been a great inspiration to all members of aircrew at all times. Flight Lieutenant Oatway's precise knowledge of his work has been in a very large degree responsible for the success of the crew in their highly satisfactory operational record.

The sortie list was as follows:

27 August 1944 - Marquis/Mimoyecques (3.45)
28 August 1944 - St. Remis (3.30)
6 September 1944 - Emden (4.45)
17 September 1944 - Boulogne (4.10)
20 September 1944 - Calais (5.10)

25 September 1944 - Calais (3.40)
27 September 1944 - Sterkrade (5.05)
28 September 1944 - Cap Gris Nez (4.20)
6 October 1944 - Dortmund (7.20)
23 October 1944 - Essen (6.55)
4 November 1944 - Bochum (5.55)
6 November 1944 - Gelsenkirchen (5.10)
16 November 1944 - Julich (4.45)
18 November 1944 - Munster (7.35)
27 November 1944 - Neuss (6.15)
30 November 1944 - Duisburg (6.15)
2 December 1944 - Bergen (6.38)
4 December 1944 - Karlsruhe (6.21)
5 December 1944 - Soest (6.27)

Training: Interviewed 30 October 1941 in Vancouver - "Clean cut, mature, sincere, keen, bright, confident. Air crew, WAG."

Attended No.7 ITS, 27 April to 19 June 1942. Courses in Mathematics (98/100), Armament (38/50), Signals (150/150), Navigation (111/200), Visual Link (47/50), Airmanship, Theory of Flight, Engines (83/100), Drill (80/100), Law and Discipline (77/100), Aircraft Recognition (93/100) and Anti-Gas (41/50). Placed 71st in a class of 104. "Mature - steady in bearing, Not particularly aggressive. A hard worker with good spirit."

Attended No.1 BGS, 6 July to 28 August 1942. Battle aircraft (1.20 day bombing, 10.35 day gunnery), Bolingbroke (1.20 day gunnery) and Anson (28.40 day bombing, 6.50 night bombing). Dropped 23 bombs night level by day, 22 bombs high level by night, 14 bombs low level by day. Pn gunnery tests fired 200 rounds in Beam Test (6.5 percent hits), 880 rounds Beam Relative Speed Test (4.7 percent hits), and 725 rounds Under Tail Test (5.00 percent hits). Marked in Bombing, Written (189/250), Bombing, Oral (202/250), Proficiency as Bomb Aimer (259/400), Gunnery, Written (71/100), Gunnery, Oral (77/100), Proficiency as Air Gunner (167/200), Aircraft Recognition (35/50) and Signals (42/50). Placed twelfth in a class of 32. "Very good student. Active and energetic; good sense of responsibility; occasionally takes the lead."

Attended No.1 AOS, 2 September to 9 October 1942. Anson aircraft - 23.55 by day. 12.45 by night. Graded in Navigation Air Work (87/100), Bombing Air Work (75/100), Photography Air Work (78/100), Elements of Navigation (45/50), Signals, Practical (75/75). Photography (35/50), Reconnaissance (34.5/50) and Aircraft Recognition (60/75). Placed seventh in a class of 19. Rated above average as Air Bomber - "Very dependable, quick to grasp instruction. Popular with his class."

Attended No.4 (Observer) AFU, 10 November to 28 December 1943. Anson aircraft - 9.35 day bombing, 18 hours day combined exercises, 13.10 night combined exercises. Dropped 20 bombs, medium level. Carried out nine day simulated bombings with photography (five successful) and three night simulated bombing exercises with infra-red (one successful). Ground work described as "average". air work "very unlucky in practical bombing" and discipline "fair and must be watched."

Attended No.24 OTU, 30 December 1943 to 6 March 1944. Whitley and Anson aircraft - 8.35 local bombing by day, 4.00 local gunnery by day, 24.10 cross-country exercised by day, 8.25 "other" by day; 8.55 night local bombing, 1.00 night local gunnery, 35.10 night cross country, 8.36 "other" by night. By day he carried out three high level bombing exercises (24 bombs), two stick exercise (four bombs) and seven photo simulations. By night he conducted three high level bombing exercises (24 bombs), five stick exercises (ten bombs) and five infra-red simulations. In air work rated as follows - Bombing, Day (110/150), Bombing, Night (115/150), Map Reading, Day (150/200) and Map Reading, Night (140/200). Ground work assessed as follows - Bombing Theory, Bombs (46/50), Bombing Drill and Panel Manipulation (150/200), Map Reading, AMBT (140/200), Bombs and Pyrotechnics (47/50). "A good steady bomb aimer who shows steady improvement, good asset to crew." (W/C A.C.P. Carver, Chief Instructor).

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OBEE, F/L Robert Thomas (J15872) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 26 May 1919, at Ardrossan, Ayrshire, Scotland. Came to Canada in 1934. Worked in radio repairs in England, Connaught Laboratories (Toronto), 1936. Largely self-employed in radio work until August 1939 when he joined John Inglis Ordnance Division (planning department). Enlisted in Toronto, 21 August 1940. To No.1 ITS, 13 October 1940; graduated and promoted LAC, 8 November 1940 when posted to No.1 WS. To No.1 BGS, 28 April 1941; graduated and promoted Sergeant, 26 May 1941. To Embarkation Depot, 27 May 1941. To RAF overseas, 18 June 1941. Arrived overseas, 30 June 1941. To No.1 Signals School, 7 July 1941. To No.22 OTU, 30 September 1941. To No.22 OTU, Harwell, 15 February 1941. Promoted Flight Sergeant, 1 December 1941. To No.15 OTU, Shallufa (Middle East Training School), 10 March 1942 (desert climatization). To No.40 Squadron (No.205 Group), 3 May 1942. Commissioned 5 August 1942. Promoted Flying Officer, 5 February 1943. Embarked from West Africa, 10 February 1943. Arrived in Britain, 28 February 1943. To RCAF Overseas Headquarters, 3 May 1943 (photographic duty with Public Relations). To No.22 OTU, 1 June 1943. To No.1664 Conversion Unit, 8 August 1943. To No.428 Squadron, 4 September 1943. Attached to No.1659 Conversion Unit, 25 September to 10 October 1943. To No.425 Squadron, 5 February 1944. Repatriated 16 October 1944. To No.5 OTU, 20 November 1944. Promoted Flight Lieutenant, 5

February 1945. To No.9 Release Centre, 20 September 1945. Retired 22 September 1945. Medal presented 13 July 1946. Noted ham radio operator; postwar Chartered Accountant in Victoria where he died, 4 February 1995.

Flight Lieutenant Obee has participated in many operational sorties, both in Europe and the Middle East. In all these actions he has displayed outstanding skill and praiseworthy disregard for danger. While on operations in the Middle East, this officer was a member of the crew of an aircraft damaged by anti-aircraft fire near Tobruk. While others rendered first aid to the injured gunner, Flight Lieutenant Obee took up his position in the damaged aircraft, keeping a cool and courageous watch for enemy fighters. An outstanding signals leader, this officer has consistently displayed exceptional skill and devotion to duty.

The original recommendation was drafted by W/C J. Lecomte 27 July 1944 when he had flown 30 sorties (210 hours 35 minutes), found in DHH file 181.009 D.1633, Library and Archives Canada RG.24 Volume 20603 with the following sortie list and text; the sorties are transcribed as found in the document but they appear to be non-sequential in the first tour:

First Tour

26 February 1942 - Port Routh to Gibraltar (9.10)
28 June 1942 - Gibraltar to Malta (10.20)
5 March 1942 - Malta to No.108 M.U. (7.55)
22 June 1942 - Timini (5.25)
24 June 1942 - Troop concentrations (4.25)
26 June 1942 - Troop concentrations (6.25)
28 June 1942 - Troop concentrations (6.00)
2 July 1942 - Troop concentrations (4.15)
4 July 1942 - Troop concentrations (5.35)
6 July 1942 - Tobruk (8.25)
9 July 1942 - Tobruk (8.45)
15 July 1942 - Tobruk (7.35)
23 July 1942 - Tobruk (6.55)

Second Tour

16 September 1943 - Modane (9.10)
18 November 1943 - Mannheim (7.40)
19 November 1943 - Leverkusen (6.55)
22 November 1943 - Berlin (8.10)

25 November 1943 - Frankfurt (6.50)
20 December 1943 - Frankfurt (7.40)
29 December 1943 - Berlin (8.35)
21 January 1944 - Magdeburg (8.25)
6 March 1944 - Trappes (5.00)
7 March 1944 - Le Mans (5.30)
15 March 1944 - Stuttgart (8.05)
1 May 1944 - St. Ghislain (4.35)
8 May 1944 - St. Pierre (4.05)
7 June 1944 - Acheres (5.05)
10 June 1944 - Versailles (5.15)
14 June 1944 - St. Pol (4.00)
25 July 1944 - Stuttgart (7.30)

A veteran Wireless Operator now in his second tour of operations, Flight Lieutenant Obee has participated in offensive sorties against such strongly defended targets as Berlin, Mannheim, Frankfurt, Magdeburg and Stuttgart. In all these actions he has displayed outstanding skill and praiseworthy disregard for danger.

While on operations in the Middle East, this officer was the member of the crew of a Wellington bomber damaged by flak over Tobruk. The turret had been rendered unserviceable and the Gunner seriously injured. While others rendered first aid to the injured gunner, Flight Lieutenant Obee took up his position in the damaged turret, keeping a cool and courageous watch for enemy fighters.

An outstanding Signals Leader, this officer consistently displays exceptional skill and devotion to duty. I consider that his splendid record, determination and unusual initiative fully merit the award of the Distinguished Flying Cross.

Notes: Application for Operational Wing dated 8 December 1943 stated he had flown twelve sorties in the Middle East (91 hours 39 minutes) and five with No.428 Squadron (35 hours five minutes)

Application for Bar to Operational Wing dated 30 August 1944 stated he had flown 20 sorties on second tour, 7 March to 3 August 1944 (135 hours 55 minutes).

On repatriation form dated 11 September 1944 he stated he had flown two tours (32 sorties, 226 hours 15 minutes), last sortie on 2 August 1944. Types experienced were De Havilland

(three hours), Proctor (4.25), Wellington Ic (236.58), Wellington III (82.50), Halifax II (80.00) and Halifax III (156.00).

Training: Interviewed 24 June 1940 in Toronto by F/O H. Molyneux. Noted that he had trained in air navigation with Toronto Flying Club and held amateur radio licence 3367. "An excellent prospect for air gunner or wireless operator. Twelve hours dual, amateur radio license, keen on flying. Moderate sport, strongly recommended."

Course at No.1 WS was 9 December 1940 to 27 April 1941. Flew one hour in flying classroom as First Operator, three hours in flying classroom on Listening Watch, and six hours in two-seater aircraft as sole operator. Courses in Theory (41/50), Radio Equipment (200/250). Morse, buzzer and lamp (137/200), Procedure (164/200), Signals Organization (140/150), Armament (55/100) and Drill and PT (35/50). Placed 31st in a class of 119. Rated "above average."

Course at No.1 BGS was 28 April to 26 May 1941. Battle aircraft - six hours 25 minutes gunnery by day, two hours ten minutes as passenger. Fired 1,050 rounds on ground, 235 air-to-ground and 1,492 air-to-air. Scored 5.7 percent hits in Beam Test, 4.8 percent hits in Beam Relative Speed Test and 3.7 percent hits in Under Tail Test. Scored 61/100 in written exam, 77/100 in practical and oral exam, graded 147/250 on "Ability as Firer" and 138/150 in Qualities as an NCO. Tied for 33rd in a class of 62. "A smart lad with a pleasing personality - inclined to be a bit shy but has been a very keen student."

Attending No.22 OTU, 1 June to 8 August 1943, he flew 79 hours in Wellingtons using Marconi equipment. He increased his Morse speed from 20 words a minute to 22 words a minute. Graded on ground in Knowledge and Manipulation of W/T and R/T Equipment (210/300) and W/T Organization and Procedure (108/200). In the air graded in Manipulation of R/T Equipment (180/200), Air Operating Procedure (270/300) and Log Keeping (65/100).

Selected Assessments: "This officer has been outstanding as a Signals leader in this squadron. Highly recommended for accelerated promotion." (W/C H.C. Ledoux, No.425 Squadron, 14 September 1944, noting he had flown 33 sorties).

"This officer is employed as Wireless Officer Operator in charge of instructors engaged on flying duties. He is performing his duties in a vert satisfactory manner. Recommended for promotion to Temporary Flight Lieutenant." (W/C H. Malkin, No.5 OTU, 15 February 1945).

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OCKENDEN, F/O Gordon Frederick (J21398) - **Distinguished Flying Cross** - No.443 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO

379/45 dated 2 March 1945. Born 20 July 1923 at Vermillion, Alberta (birth date in obituary notice); home in Edmonton. Newspaper clerk before enlistment in Edmonton. Trained at No.3 ITS (April 1942 to June 1942), No.21 EFTS (20 June to 12 August 1942) and No.8 SFTS (12 August to 3 December 1942). Commissioned 4 December 1942; Flying Officer, 4 June 1943; Flight Lieutenant, 4 December 1944. Trained further at No.1 OTU, Bagotville, and then to No.127 Squadron (Canada), 20 April to 14 December 1943 which included flying coastal patrols. With No.443 Squadron, 13 February to 18 December 1944. Served at No.10 OTU, then to Canada, August 1945. Released 25 September 1945 but rejoined in January 1946, rising to Major General. Significant postings included flying Norseman and Dakota aircraft with No.6 (Communications) Flight and No.435 Squadron (January 1946 to November 1948); Air Defence Command Headquarters (November 1948 to September 1953); 30 NORAD Region (June 1960 to August 1964); command of Station Camp Borden (1967-1970). Promoted Brigadier, 12 July 1971 and appointed Deputy Director, Combat Operations Centre, NORAD Headquarters. Later with Canadian Defence Liaison Staff, Washington (1976-1978). Retired 1978. Became Director International Marketing Defence Products, Bristol Aerospace, Winnipeg (1978-82); took semi-retirement to Kelowna in 1982 but maintained contact with Bristol; in 1988 became President, TRIMAN Consultants. He was also National Vice-President, RCAF Association (1985-88) and National President, RCAF Association (1988-92). Appointed Honourary Colonel, No.443 Squadron, November 1992. Died in Kelowna, 14 April 2000 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2000. Aerial victories were as follows: **7 June 1944**, one Bf.109 destroyed (shared with F/L H. Russel) near Caen; **23 August 1944**, two Bf.109s destroyed and one FW.190 damaged northeast of Caen; **29 September 1944**, two Bf.109s destroyed northeast of Nijmegen. Photo PL-28821 (ex UK-10239 dated 2 May 1944) shows him. Photo PL-36777 shows him.

This officer has proved himself a resourceful and efficient pilot whose fine fighting spirit, enthusiasm and devotion to duty merit high praise. He has completed numerous missions including escort and patrol sorties and bombing and low level attacks. He has destroyed or damaged at least thirty-five enemy vehicles and in addition he has destroyed four enemy aircraft and damaged one.

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ODLUM, F/L Harold Eustache (J28081) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 19 January 1911 in Vancouver. Served in 68th Field Battery, Royal Canadian Artillery, Vancouver, 1931-1932. Clerk in family business, 1932-1934, various odd jobs, 1934-1936, and teacher in Kelowna, 1936-1942. Home in Vancouver; enlisted there 29 July 1942 and posted to No.3 Manning Depot, Edmonton. To No.7 ITS, Saskatoon, 8 November 1942; graduated and promoted LAC, 22 January 1943 but not posted to No.5 BGS, Dafoe until 6 March 1943; to No.1

CNS, 30 May 1943; graduated and commissioned 9 July 1943. To "Y" Depot, 24 July 1943. Embarked from New York, 3 August 1943. Disembarked in Britain, 11 August 1943. To No.1 (Observer) AFU, 31 August 1943. To No.22 OTU, 19 October 1943. Promoted Flying Officer, 9 January 1944. To No.61 Base, 24 February 1944. To No.1664 Conversion Unit, 18 March 1944, also attending Dalton Battle School. To No.76 Squadron, 26 April 1944. To No.20 OTU, 1 May 1944. To No.41 Base, 9 June 1944. To No.635 Squadron, 11 September 1944. Promoted Flight Lieutenant, 27 March 1945. Posted away from squadron, 24 May 1945. Repatriated 31 July 1945; released 10 October 1945. Died in Kelowna, British Columbia, 15 November 1985 as per British Columbia Vital Statistics.

Note: On repatriation, 5 July 1945, he stated he had flown 27 sorties (113 hours 50 minutes on operations) plus 344 hours 20 minutes non-operational time. His flying had been on Halifax (95.30), Lancaster (208.50), Anson (41.35) and Wellington (112.15)

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OEHM, P/O Wray Frederick (J93523) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 27 July 1920 at South Easthope, Ontario; home in St.Mary's Ontario (farmer); enlisted in Hamilton, 16 June 1942. To No.1 Manning Depot, 7 July 1942. To No.14 SFTS (guard), 28 August 1942. To No.1 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942 but not posted until 6 February 1943 when posted to No.7 EFTS. Ceased training and posted to No.1 Manning Depot, 5 April 1943; ; to No.4 BGS, 1 May 1943; graduated 24 July 1943 when posted 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 18 September 1944. Promoted Flying Officer, 18 April 1945. Repatriated 5 August 1945. To No.4 Release Centre, 9 August 1945. Retired 13 September 1945. Died in London, Ontario, 1986. Medal presented 14 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation by W/C G.A. Tambling dated 15 April 1945 when he had flown 32 sorties (198 hours five minutes), 20 September 1944 to 2 March 1945. Died in London, Ontario, 9 April 1996.

This officer, the Air Bomber of the crew captained by Pilot Officer Saunders, has completed thirty-two operational sorties, which included attacks on a wide variety of targets both in Germany and France.

Pilot Officer Oehm by his dogged determination, skill and devotion to duty, has obtained an exceptionally high percentage of the target aiming points of this

squadron. He has at all times set his mind on the task in hand fearlessly and with a fine offensive spirit, setting a magnificent example to his crew and the squadron in general.

I consider that, by his outstanding ability and strong sense of duty displayed, this officer merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

20 September 1944 - Calais (5.10)
23 September 1944 - Domburg (3.45)
25 September 1944 - Calais (4.25)
27 September 1944 - Duisburg (5.40)
28 September 1944 - Cap Gris Nez (3.30)
4 October 1944 - Bergen (6.25)
14 October 1944 - Duisburg (5.15)
14 October 1944 - Duisburg (5.55)
15 October 1944 - Wilhelmshaven (4.25)
2 November 1944 - Dusseldorf (6.30)
4 November 1944 - Bochum (5.30)
6 November 1944 - Gelsenkirchen (5.05)
16 November 1944 - Julich (5.20)
18 November 1944 - Munster (6.30)
21 November 1944 - Castrop-Rauxel (6.00)
27 November 1944 - Neuss (5.35)
30 November 1944 - Duisburg (6.30)
4 December 1944 - Karlsruhe (6.55)
24 December 1944 - Oslo (6.40)
28 December 1944 - Gardening, Oslo Fjord (7.10)
29 December 1944 - Oslo (7.35)
31 December 1944 - Gardening, Oslo Fjord (7.00)
2 January 1945 - Ludwigshaven (6.55)
5 January 1945 - Hanover (5.45)
6 January 1945 - Hanover (7.15)
12 January 1945 - Gardening, Flensburg Harbour (5.50)
14 January 1945 - Oslo (6.50)
16 January 1945 - Oslo (7.30)
14 February 1945 - Gardening, Pomeranian Bay (7.10)
23 February 1945 - Gardening, Oslo Fjord (7.00)
24 February 1945 - Portagrunn (7.40)

27 February 1945 - Mainz (7.15)
2 March 1945 - Cologne (6.05)

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OFFERHAUS, F/L Richard Herman (C19548) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 30 July 1915. Home in Vancouver; enlisted there 5 December 1941 as Radio mechanic and posted to No.3 Manning Depot. To University of British Columbia, 1 February 1942. Promoted LAC, 22 May 1942. To No.1 Manning Depot, 23 May 1942. To No.31 Radio School, 17 June 1942. To No.31 Personnel Depot, 15 August 1942; to RAF overseas, 24 September 1942. Commissioned 24 February 1944; promoted Flying Officer, 24 August 1944. Promoted Flight Lieutenant, date uncertain. Repatriated 23 October 1945; released 4 December 1945. Rejoined postwar RCAF as a radar officer, 28 September 1947 with rank of Flying Officer (service number 120184) and assigned to No.442 (Auxiliary) Squadron. Promoted Flight Lieutenant, 1 June 1949. To No.2442 Aircraft Control and Warning Squadron, 31 October 1951. Retired 15 October 1953. Living in Vancouver at that time.

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OGILVIE, F/L Allan McPherson, DFC (20509) - **French Croix de Guerre with Bronze Star** - Award as per AFRO 485/47 dated 12 September 1947. Pilot. See **Field of Honour** (Bank of Montreal, c.1950). Enlisted in RAF, August 1940; overseas August 1941. Posted to No.83 Squadron and commissioned April 1942. Completed 52 sorties with the unit. Awarded DFC (**London Gazette** 12 March 1943), Bar to DFC (**London Gazette**, 27 July 1943) and Mention in Despatches (**London Gazette** dated 1 January 1945). Aircraft attacked by a fighter, 11 April 1943 and he baled out. Landed in Alsace-Lorraine, about ten miles from Franco-German border. Rescued by French Underground, taken to Paris and then to southern France. Spent several weeks in Toulouse and Montaubain before resuming escape via St. Giron across Pyrenees to Spain. After three days in mountains he was arrested by Spanish police but released a week later and made his way to Gibraltar - three months after being shot down. Returned to duty with a Pathfinder Navigational Training Unit, and later Group Navigation Officer in No.6 Group. Returned to Canada for "Tiger Force" work; remained in RCAF after war. Awarded Officer, Order of Military Merit (OMM). Retired with the rank of Colonel. Died in Ottawa, 30 December 2000. Following citation from **Field of Honour** and External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140).

Squadron Leader Ogilvie, while serving as Navigator with 83 Squadron, completed two tours of operations and rendered outstanding service to the French cause.

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OGILVIE, P/O Noel John (J15222) - **Mention in Despatches** - No.185 Squadron - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born in Ottawa, 11 August 1920; enlisted there 16 July 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 12 October 1940 when posted to No.8 EFTS; to No.31 SFTS, 28 January 1941. Graduated, promoted Sergeant and awarded wings, 24 March 1941; to Embarkation Depot, 2 April 1941; to RAF overseas, 18 April 1941. Commissioned 19 February 1942. See Christopher Shores and Brian Cull, **Malta: The Spitfire Year, 1942**; arrived in Malta 18 May 1942 flying off HMS **Eagle**. Credited with ½ Ju.88 on 24 May 1942 (the book has his own report on page 291). On 6 June 1942 he was trying to make an Italian rescue floatplane alight when another Spitfire shot it down. His own aircraft badly shot up by a Bf.109, 2 July 1942. Helped guide other Spitfires to Malta, 21 July 1942, following another delivery by **Eagle**. Made a twilight recce of Sicily, 8 August 1942. On 12 August 1942 he took part in destruction of a He.111, the 100th victim of No.185 in the defence of Malta. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 12 August 1943. Later flew a second tour with No.403 Squadron. Repatriated 24 October 1943. To No.1 OTU, Bagotville, 6 December 1943; to No.36 OTU, 2 June 1944; to No.8 OTU, 30 June 1944; to "Y" Depot again, 15 August 1944; at No.3 Personnel Reception Centre, Bournemouth, 29 August 1944. Promoted Squadron Leader, 2 November 1944. Repatriated 23 October 1945; released 5 December 1945. In RCAF Auxiliary, 9 March 1948 to 22 June 1950 (service number 120620, No.424 Squadron). A newsclipping in DHist biographical file says he was one of the tallest pilots in the RCAF (six feet 4 inches). RCAF photo PL-46196 (ex UK-23542 dated 23 October 1945) shows him buying a Victory Bond from Corporal W.F. Walsh (Toronto) as he boards the train at Torquay for Southampton and return to Canada on the **Queen Elizabeth**.

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OGLE, F/L John Yuill Taylor (J24737) - **Distinguished Flying Cross** - No.433 Squadron (incorrectly entered as No.438 Squadron in AFRO) - Award effective 4 December 1945 as per **London Gazette** of that date and AFRO/431 dated 8 August 1947. Born 20 May 1912 in Sussex, England. Educated in Toronto. Home in Toronto; National Motors service agent, May 1929-November 1933; Toronto policeman. motorcycle traffic, January 1934 to enlistment. On application to RCAF he stated he was familiar with Thompson sub-machine gun and small arms. Enlisted there, 13 June 1942. To No.13 Explosives Depot, 1 August 1942. To No.6 ITS, 26 September 1942. Graduated and promoted LAC, 6 December 1942; to No.9 BGS, 27 December 1942; graduated and commissioned, 19 March 1943. To Air Armament School, Mountain View that date. To No.7 BGS, 5 April 1943. Promoted Flying Officer, 19 September 1943. To "Y" Depot, 3 December 1943. Embarked from Canada, 14 December 1943; disembarked in Britain,

21 December 1943. To No.24 OTU, 25 January 1944. To No.61 Base, 23 April 1944. Attached to No.1659 Conversion Unit, 4 May to 15 June 1944. To No.433 Squadron, 15 June 1944. Attached to Central Gunnery School, 13 September to 25 October 1944. Promoted Flight Lieutenant, 27 November 1944. Repatriated 31 July 1945. Retired 12 September 1945. Medal presented in Toronto, 30 November 1949. Died in Toronto area, 14 July 1984 according to **Airforce Magazine** of January-February-March 1991; one wonders if this is a misprint given that there is a six year gap between date of death and magazine obituary. No citation other than "completed numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation by W/C G.A. Tambling dated 19 May 1945 when he had completed 30 sorties (159 hours 35 minutes), 24 June 1944 to 9 April 1945.

This officer has now completed a tour of operations over enemy territory including such targets as Hamburg (2), Hanover, Stuttgart and Kiel. He has invariably displayed the utmost fortitude, courage and devotion to duty, and in his capacity as Gunnery Leader, has set a fine example to his section by his ready willingness to fly at all times irrespective of the target or with what crew he was detailed.

Although his tour is completed, Flight Lieutenant Ogle is carrying on with his duties and is providing very able leadership to the gunnery section whilst on the ground where his keen enthusiasm and untiring efforts have done much to improve the efficiency of all gunners on the squadron.

I consider his fine offensive spirit, leadership and devotion to duty fully merits the award of the Distinguished Flying Cross.

The sortie list was as follows:

24 June 1944 - Bonnetot (4.50)
25 June 1944 - Gorenflos (4.05)
27 June 1944 - Wizernes (3.35)
28 June 1944 - Metz (6.25)
4 July 1944 - Villeneuve St. George (6.20)
6 July 1944 - Gautrecourt (3.55)
9 July 1944 - Ardouval (3.50)
20 July 1944 - Ferme de Forrestel (4.15)
23 July 1944 - Dagnes (5.40)
24 July 1944 - Le Hey (3.25)
25 July 1944 - Stuttgart (8.35)

28 July 1944 - Hamburg (5.15)
30 July 1944 - Villers Bocage (3.45)
3 August 1944 - Foret de Nieppe (4.00)
5 August 1944 - St. Leu d'Esserent (5.30)
7 August 1944 - Gardening Lorient (5.25)
8 August 1944 - Foret de Chantilly (4.45)
9 August 1944 - Foret de Croc (3.40)
12 August 1944 - Mont Richard (5.10)
15 August 1944 - Soesterburg (3.40)
16 August 1944 - Kiel (1.00, duty not carried out)
1 November 1944 - Oberhausen (5.50)
26 December 1944 - St. Vith (5.40)
12 January 1945 - Flensburg Harbour (6.00)
1 February 1945 - Ludwigshaven (7.25)
2 February 1945 - Wiesbaden (6.40)
24 February 1945 - Portsgrunn (7.40)
11 March 1945 - Essen (5.50)
31 March 1945 - Hamburg (5.50)
9 April 1945 - Kiel Bay (5.45)

Notes: Assessed as "Average instructor" at No.7 BGS, 12 November 1943.

Assessed 25 May 1945 when he had flown 428 hours five minutes (106 hours in previous six months). "Good reliable Gunnery Leader whose work and efficiency increase with experience in his present capacity." (W/C G. Tambling). To this, G/C N.W. Timmerman added, "A useful officer who is doing a good job on the squadron."

Application for Operational Wing dated 13 June 1945 stated he had flown 30 sorties (159 hours 35 minutes), 24 June 1944 to 9 April 1945. He had also flown one "Nickel" sortie at OTU.

Form dated 4 July 1945 on repatriation stated he had flown 159 hours 20 minutes on operations, 185.45 non-operational time, 30 sorties (the last on 9 April 1945). Types in which he had flown were Whitley (82.40), Halifax (178.30), Wellington (33.35) and Lancaster (50.20)

Training: Interviewed 18 February 1942 by S/L C. McNicoll. "Tall - well built - neat, clean, soldierly - confident - sincere - mature - organized - Member of Motorcycle Squad, Toronto Police Force - average family background. - nearing the age limit - has courage and stability. Average aircrew material."

Course at No.6 ITS was 28 September to 4 December 1942. Scored 690 points out of possible 1,000. Placed 69th in a class of 119. "This airman, a mature, well motivated individual, is slow to learn and as a result failed three examinations. Asks if it is possible that he be trained as an Air Gunner - possibly best suited for this in view of previous experience with police wherein he states he received slight training with sub-machine guns." (W/C A.J. Hatchett-Taylor)/

Course at No.9 BGS was 29 December 1942 to 19 March 1943. At Stage I he was graded in the following subjects - Armament, oral (75/100), Armament, written (254/300), Anti-Gas (86/100), Aircraft Recognition (85/100), Mathematics (50/50), Navigation (94/100), Law, Administration, Hygiene (84/100), and Signals (90/100). At Stage II he flew 20 hours 20 minutes, exposed four films and spent eleven hours in turret manipulation. Fired 535 rounds on 25-yard range, 600 round on 200-yard range, 1,200 rounds air-to-ground, 3,920 rounds air-to-air. Scored 4.5 percent hits in air. Marked in Written Gunnery (121/150), Oral Test (80/100), Aircraft Recognition (78/100), Drill (72/100), Signals (100/100), rated 77/100 on "Ability as Firer" Placed first in a class of 60. "Quiet yet forceful. Has shown exceptional capacity for work. Inspires confidence and commands respect."

Course at Air Armament School was 22 March to 3 April 1943. "He has completed No.17 Gunnery Instructor (Aircrew) Course, finishing 11th in a class of 18. He is a steady and dependable worker who has a good practical knowledge of armament and fairly good lecturing ability. With experience he should become a useful practical instructor for range and turret work."

Course at No.24 OTU was 27 January to 2 April 1944. Flew 46.55 by day and 33.45 by night. Air Work described as follows:- Cine Gun exercises completed - 8; Cine Gin assessments - 2.3 - Air to Ground Firing Exercise, night - one - Air-to-Air Firing Exercises completed - three by day and two by night. Percentage of hits, air-to-air - 2.3 percent. Ground Work assessed under following - Aircraft Recognition and Range Estimation (168/200); Guns (168/200), Reporting and Fighting Control (143/200), Sighting, including practices in G.T.S.T. (150/200), Turrets, drill and components (166/200). "This officer worked well and hard in Ground School, earning good marks on all subjects. In Gunnery Flight, he showed himself to be sound both in the air and on the ground. He continued to improve in his 'Ops' Flight, and showed himself keen and interested. His bearing was consistently good and he set a smart example to the NCOs. On his course. He is a sound man who should be welcome on any squadron."

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OGLE, F/O Lewis Powell (J27479) - **Distinguished Flying Cross** - No.153 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19

October 1945. American in the RCAF; born 17 November 1914 in Montreal; home in Tuckahoe, New York; enlisted in Montreal, 7 July 1942 and posted to No.3 Manning Depot. To No.9 BGS (guard), 28 August 1942. To No.3 ITS, 24 October 1942; graduated and promoted LAC, 31 December 1942 but not posted to No.5 AOS until 6 February 1943; graduated and commissioned, 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Promoted Flyig Officer, 25 December 1943. Repatriated 8 June 1945. To No.1 Air Command, 20 June 1945. To No.14 SFTS, 31 July 1945. To No.8 Release Centre, 9 September 1945. Retired 25 September 1945. Medal presented 15 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9082 has recommendation dated 12 March 1945 when he had flown 31 sorties (185 hours), 31 August 1944 to 16 March 1945.

31 August 1944 - St.Rocquier
3 September 1944 - Gelze-Ryon
17 September 1944 - Beggerkerge
20 September 1944 - Sangatte
23 September 1944 - Neyss
26 September 1944 - Calais
27 September 1944 - Calais
2 October 1944 - Westkapelle
5 October 1944 - Saarbrucken
23 October 1944 - Essen
25 October 1944 - Essen
28 October 1944 - Cologne
30 October 1944 - Cologne
31 October 1944 - Cologne
6 November 1944 - Gelsenkirchen
18 November 1944 - Wanne Eickel
27 November 1944 - Freiburg
29 November 1944 - Dortmund
22 December 1944 - Coblenz
28 December 1944 - Bonn
2 January 1945 - Nuremburg
5 January 1945 - Royan
7 January 1945 - Munich
14 January 1945 - Leuna
22 January 1945 - Duisburg
3 February 1945 - Bottrop
7 February 1945 - Cleve
14 February 1945 - Chemnitz

1 March 1945 - Mannheim
5 March 1945 - Chemnitz
16 March 1945 - Nuremburg

This young American officer has now completed 31 sorties as navigator. He has attacked targets in Germany and occupied territory, including such heavily defended cities as Essen, Nuremburg and Munich.

His skill as a navigator has been marked, and his accuracy has on many occasions contributed largely to the successful carrying out of the sortie. He is quiet yet determined, calm and courageous, and has consistently shown himself to be undeterred by any circumstances which might have prevented the completion of the operation.

For his steadfastness, devotion to duty and his disregard of personal safety he is recommended for the award of the Distinguished Flying Cross.

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OGLE, F/O William Melville (J39273) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 14 January 1914 in Dumbarton, Scotland; migrated to Canada in 1925. Home in Toronto (entrepreneur, pro golfer at age 18); enlisted there 11 August 1942 and granted Leave Without Pay. To No.1 Manning Depot, 20 December 1942. To No.8 Manning Depot, 5 January 1943. To Trenton, 7 March 1943. To No.5 ITS, 17 April 1943; graduated and promoted LAC, 26 June 1943 but not posted to No.4 AOS until 24 July 1943; graduated and commissioned, 10 December 1943. To "Y" Depot, 13 January 1944. To No.2 Aircrew Graduate Training School, 16 January 1944. To "Y" Depot again, 11 February 1944. Taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Promoted Flying Officer, 10 June 1944. Repatriated 5 August 1945. Retired 12 September 1945. Died in West Hill, Ontario, 13 November 2012. Obituary said he has organized a golf team in No.12 Squadron. Maintained his membership with the Canadian Professional Golfers Association. With Wilson Paterson, Bill designed and built Thunderbird Golf Course, now Royal Ashburn. He was a partner there until he retired in 1985. Medal presented in Toronto, 30 November 1949. No citation, "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8772 has recommendation dated 13 May 1945 when he had flown 30 sorties (199 hours ten minutes) as follows:

2 November 1944 - Dusseldorf
4 November 1944 - Bochum
18 November 1944 - Wanne Eickel
29 November 1944 - Dortmund

6 December 1944 - Merseburg
12 December 1944 - Essen
17 December 1944 - Ulm
22 December 1944 - Koblenz
31 December 1944 - Osterfeld
2 January 1945 - Nuremburg
4 January 1945 - Royan
16 January 1945 - Zeitz
28 January 1945 - Stuttgart
1 February 1945 - Ludwigshaven
2 February 1945 - Weisbaden
7 February 1945 - Cleve
13 February 1945 - Dresden
20 February 1945 - Dortmund
21 February 1945 - Duisburg
12 March 1945 - Dortmund
13 March 1945 - Gelsenkirchen
15 March 1945 - Misburg
16 March 1945 - Nuremburg
18 March 1945 - Hanau
22 March 1945 - Oslo
25 March 1945 - Hanover
27 March 1945 - Paderborn
31 March 1945 - Hamburg
4 April 1945 - Lutzkendorf
10 April 1945 - Plauen

Flying Officer Ogle, a Canadian, has now completed his first tour of operations against the enemy as a navigator in a Lancaster aircraft with many attacks on targets demanding a very high standard of navigation, such as Merseburg, Nuremburg, Zeitz, Stuttgart, Dresden, Misburg, Hanover and Hamburg.

This Canadian's record has been an example of exceptional ability coupled with calm confidence and courage which have played a large part in maintaining the high morale of his crew and have enabled them to achieve considerable success. I consider the award of the Distinguished Flying Cross would be fitting recognition of Flying Officer Ogle's excellent record of courage and efficiency.

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OGLETREE, FS Harry Lorraine (R51375) - **British Empire Medal** - No.8 Repair Depot - Award effective 8 June 1944 as per **London Gazette** of that date and RCAF Routine Order 1380/44

dated 30 June 1944. Born 17 December 1910 in Moose Jaw; educated in Laverendry; enlisted in Winnipeg, 18 October 1939 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 12 January 1940. Promoted AC1, 29 February 1940. Promoted LAC, 1 June 1940. To Trenton, 30 June 1940. To No.2 Training Command and No.8 Repair Depot, 18 November 1940. Promoted Corporal, 16 December 1940. Promoted Sergeant, 1 July 1940. Promoted Flight Sergeant, 1 September 1942. To Northwest Air Command, 5 June 1944. Promoted WO2, 1 November 1945. Reverted to Sergeant in postwar RCAF, 1 October 1946 (21040). To No.6 (Communications) Flight, 1 December 1946. To Northwest Air Command, 9 November 1948. To Edmonton, 19 April 1949. Promoted Flight Sergeant, 1 October 1950. Medal presented 19 January 1945.

This NCO, for the past three years, has combined his aeronautical engineering training and administrative ability in the successful execution of his duties. He has shown himself to be a most capable, co-operative and energetic NCO. By his diligence and devotion to duty he has set an outstanding example to all with whom he has come in contact.

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OLAFSON, F/O Harold Christian (J43684) - **Distinguished Flying Cross** - No.436 Squadron - Award effective 1 February 1946 as per **London Gazette** dated 15 February 1946 and AFRO 280/46 dated 15 March 1946. Born 28 June 1923 in Winnipeg; home there (labourer); enlisted there 30 October 1942. Granted Leave Without Pay until posted to No.1 Manning Depot, 13 January 1943. To AFHQ, 27 February 1943. To No.3 ITS, 29 June 1943; graduated and promoted LAC, 6 August 1943 but not posted to No.23 EFTS until 2 August 1943; graduated 30 October 1943 when posted to No.10 SFTS; graduated and commissioned, 24 March 1944. To No.2 Aircrew Graduate Training School, 7 April 1944. To "Y" Depot, 9 May 1944. To No.32 OTU, 19 May 1944. To No.6 OTU, 31 May 1944. To "Y" Depot, 22 August 1944. Taken on strength of No.3 PRC, Bournemouth, 6 September 1944. To TCHS (whatever that is), 11 September 1944. Promoted Flying Officer, 24 September 1944. Proceeded by Sunderland aircraft to No.9 Transit Camp, Karachi, 11 October 1944. To RCAF Gujrat, India, 24 October 1944. To RAF Chacklala, 10 November 1944. To RCAF Gujrat, 21 December 1944. To Kangla (Imphal), December 1944; to Akyab, 17 March 1945. To Ramree, 8 May 1945. To Kimmgo, 13 August 1945. To Ramree, 20 August 1945. To Bournemouth, 14 September 1945. To No.5 Release Centre, 17 February 1946. Released 20 February 1946. Commenced TCA training, Winnipeg, 4 January 1947. Does not appear to have continued past April 1947. Rejoined RCAF, 14 December 1950 as pilot with rank of Flying Officer and commenced training at No.2 FTS, Gimli, 30 May 1951 (to 7 July 1951). Commenced flying at No.1 ANS, Summerside, 17 July 1951 (to 26 August 1951). Commenced flying at No.2 ANS, Winnipeg, 5 September 1951 (to 27 July 1953). Flying at Canadian Joint Air Training Centre, Rivers, 6 August 1953 to 14 July 1956 (lots of C-119 time). Granted permanent commission, 1 January 1955. Promoted Flight Lieutenant, 1 January 1956. Commenced flying at Sewart Air Force Base, Tennessee, 17 August 1956 (C-119s, to 17 November 1956).

Commenced flying with No.105 Communications and Rescue Flight, Edmonton, 24 July 1958 (to 22 September 1958). Resigned commission in 1960, moved to Victoria and established the first double-decker bus line in Canada. Two terms as City Councillor in Victoria. Medal sent by registered mail 14 September 1951 while serving at Station Summerside. Died in Victoria, 21 October 2017. RCAF photo PL-60596 (ex UK-21634 dated 22 May 1945) shows Canadians on leave in Calcutta - clockwise, from left, they are FS C.H. Bate (Rivers, Manitoba), F/O Harold Olafson (Winnipeg), F/L Jack Rogers (Winnipeg), FS Bill Francis (Toronto), and (back to camera) F/O Ed Longrell (Warren, Manitoba). Log book with Comox Air Force Museum.

This officer has served with great distinction on close support duties to the 14th Army throughout its advance from Schwebo to Rangoon. He has been called upon repeatedly to complete most hazardous missions delivering vital ammunition, rations and fuel to forward elements of the Army. During the Meiktila battle he was one of the first to land his aircraft on a recaptured landing strip where he calmly directed unloading operations while under Japanese machine gun and artillery fire. Flying Officer Olafson has recently completed his missions over dangerous country and in monsoon weather. His courage and devotion to duty has always been outstanding.

Note: The "Meiktila battle" operations referred to in citation appear to have been 22 March to 17 April 1945. His logbook gives no hint that anything was especially hazardous; typical entries read much like this:

22 March 1945 - Dakota 208 - Base-Meiktela-Base - 3.35
24 March 1945 - Dakota 208 - Base-Metchie-Base - 2.35
24 March 1945 - Dakota 208 - Base-Meiktela-Base - 3.35
24 March 1945 - Dakota 208 - Base-Meiktela-Base - 3.50
26 March 1945 - Dakota 208 - Base-Meiktela-Base - 3.30
26 March 1945 - Dakota 208 - Base-Meiktela-Base - 3.40
30 March 1945 - Dakota 208 - Base-Meiktela-Base - 4.00
30 March 1945 - Dakota 208 - Base-Meiktela-Base - 3.45

As of 18 August 1945 he recorded that he had flown 700 hours 25 minutes on his tour, 699.00 by day and 1.25 by night. His log book was endorsed by S/L F.E.W. Smith, "A very outstanding pilot. Has an excellent record with this squadron." The Commanding Officer (W/C R.L. Denison) added, "I heartily concur with this officer's Flight Commander."

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OLDERSHAW, F/O Donald McKie (J35238) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 30 September 1914. Home in Chatham, Ontario; enlisted there 27 May 1942. To No.5 Manning Depot, 27 July 1942. To No.1 SFTS (guard), 19 September 1942. To

No.6 ITS, 9 January 1943; graduated and promoted LAC, 19 March 1943 but not posted to No.4 AOS until 17 April 1943; graduated and commissioned, 3 September 1943. To "Y" Depot, 17 September 1943. Taken on strength of No.3 PRC, Bournemouth, 9 October 1943. Promoted Flying Officer, 3 March 1944. Repatriated 9 February 1945. To No.4 Release Centre, 29 March 1945. Retired 6 April 1945. Medal sent by registered mail 28 June 1949.

Flying Officer Oldershaw has recently completed a most successful tour of operational duty attacking such heavily defended targets as Duisburg, Essen, Kiel and Hamburg. In August 1944, after bombing Kiel, despite the fact that this officer's navigation equipment has been rendered unserviceable, he successfully directed his aircraft safely back to base, having memorized the course. Throughout, Flying Officer Oldershaw has displayed the utmost courage and devotion to duty. His outstanding skill and keenness for operations has set a fine example to all.

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OLDHAM, Flight Sergeant Albert (Can 10731) - **British Empire Medal** - No.9 SFTS - Award effective as of 1 January 1945 as per **London** of that date and AFRO 89/45 dated 19 January 1945. Born 19 June 1911 in Manchester, England (RCAF Press Release 4907 announcing award). Educated there and Montreal Technical School. Employed by Central Investment Corporation before enlistment. Home in Exeter, Ontario; enlisted in Montreal, 15 September 1939 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 11 November 1939. Promoted AC1, 29 February 1940. To Aero Engineer School, 2 May 1940. Promoted LAC, 29 May 1940. To No.5 (BR) Squadron, 3 July 1940. Promoted Corporal, 15 November 1940. To No.9 SFTS, 27 December 1940. Promoted Sergeant, 1 October 1941. Promoted Flight Sergeant, 1 April 1943. To Trenton, 12 June 1945. To No.6 Repair Depot, 26 June 1945. Retired 20 September 1945. Medal presented 17 June 1945.

This non-commissioned officer has proven himself to be exceptionally thorough in the performance of his duties in charge of aircraft engine and maintenance control. His outstanding ability for organization has done much to raise the standard of aircraft serviceability at this unit. He is keen and energetic in all his undertakings, being an inspiration to those associated with him. He is a most conscientious and efficient airman, whose devotion to duty is praiseworthy.

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OLDHAM, F/L Ronald (J6141) - **Distinguished Flying Cross** - Fighter Experimental Flight, Fighter Command - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 11 June 1914 in Calgary; home in Vancouver. Educated at University of British Columbia (BA, 1938). General officer worker, 1934-1935;

school teacher, 1939-1940. Joined Canadian Army (2nd Battalion, Canadian Scottish Regiment, Victoria), 16 July 1940 but took his discharge to join RCAF. Enlisted in RCAF, Vancouver, 10 October 1940. First went to No.1 Manning Depot, Toronto (14-31 October 1940) and Technical Training School, St.Thomas (31 October to 22 December 1940). To No.1 ITS, 22 December 1940; graduated 29 January 1941 and posted to No.1 Manning Depot; to No.1 AOS, 3 February 1941; to No.1 BGS, 27 April 1941; graduated and promoted Sergeant, 9 June 1941 when posted to No.1 ANS; graduated and commissioned, 8 July 1941; Flying Officer 8 July 1942; Flight Lieutenant 8 July 1943. Emplaned for UK, 1 August 1941. Further trained at No.17 OTU, 16 August to 26 November 1941. With No.226 Squadron, 26 November 1941 to 9 May 1942; hospitalized 30 April 1942 with wound in right foot. On strength of RAF Station Swanton Morley, 9 May to 8 September 1942; No.226 Squadron, 8-21 September 1942; No.17 OTU, 21 September to 27 November 1942; Station Swanton Morley, 27 November 1942 to 23 May 1943. No.342 Squadron, 23 May to 11 November 1943; No.13 OTU, 11 November 1943 to 24 February 1945 (OC Navigation); CFE, Tangmere 24 February to 17 July 1945; repatriated to Canada, 8 August 1945; released 5 October 1945. Medal presented 29 January 1947. Died in Victoria, 18 June 1983 as per **Legion Magazine** of September 1983.

This officer commenced operational flying in December 1941. On one occasion he was wounded in the foot by anti-aircraft fire. He has destroyed five enemy aircraft and damaged a further six, also four trains and numerous mechanical transport vehicles. Flight Lieutenant Oldham has successfully attacked many enemy airfields, frequently despite accurate anti-aircraft fire. At all times this officer has proved to be a navigator of outstanding ability.

NOTE: Public Record Office Air 2/8764 has recommendation for a Croix de Guerre. This does not appear to have cleared authorities, although he apparently believed it had been approved, as he mentions on his repatriation form that he had been awarded a Croix de Guerre with Palm.

A gallant observer. When wounded during a bombing mission, he regained his place in the combat as soon as possible and held it. Volunteered for service in "Lorraine" bomber group as observer to commander and, by his bravery and skill, was held in high esteem by all the group personnel. Has participated in many difficult missions.

He was a Navigator with S/L R.A. Kipp. While copies of most of Kipp's Combat Reports are filed with the Directorate of History and Heritage, CFHQ, Ottawa, the following two, submitted during service at the Fighter Experimental Flight (Ford), were not. The navigator was, of course, F/L R. Oldham. All material found in Public Record Office, AIR 50/466.

23 March 1945: Time of attack was 2114 hours, vicinity of Muhldorf. Weather described as "Excellent visibility, bright moonlight, no cloud". Claim was two Ju.88s destroyed, one FW.190 destroyed, three unidentified enemy aircraft damaged, one Ju.290 damaged.

GENERAL REPORT:

One Mosquito VI, F.E.F., Pilot: S/L Kipp, R.A., DSO, DFC. Navigator: F/L R. Oldham were airborne from Ford at 1710 hours, on the 23rd March 1945 for a Night Ranger to Muhldorf. They flew to an advance base at St. Dizier and left there at 1945 hours for the trip. They flew at zero feet, arriving south of Muhldorf at 2112 hours. S/L Kipp pulled the nose up to 4,500 feet and dropped three flares over the centre of the airdrome at 2114 hours.

S/L Kipp continues:-

"I then turned sharp port losing height down to about 100 feet making an attack on the South Dispersal where many aircraft were seen (25 approximately) and gave a three-second burst of cannon and machine gun, and saw a Ju.88 commence to burn. I also saw strikes on a Ju.290 parked in front of a hangar. I then pulled away to the North of aerodrome and made a run from North-South attacking first the North dispersal where I saw strikes on two unidentified single engine enemy aircraft. I also hit a FW.190 which immediately started burning (2116 hours). I pulled the nose up slightly and then down again as I revisited the South dispersal where a further Ju.88 was attacked and left smoking and also further strikes on the Ju.290. I made a final attack from North-South and fired my remaining rounds of cannon into the second Ju.88 which became a mass of flames. I also saw strikes on an unidentified twin-engine enemy aircraft along side. On the third run from North-South moderate inaccurate flak opened up. The airdrome was not illuminated and as we left at 2118 hours, my Navigator saw the three enemy aircraft burning on the ground."

On the way home near Kaufbeuren at 2144 hours a goods train was observed going West. S/L Kipp released three flares and made three attacks from very close range with .303 only. Many strikes seen on the engine and the first two wagons and the train was left stationary emitting clouds of steam and smoke. 10 miles further West a solitary M/T proceeding East was strafed and strikes were seen (2149 hours). Base (Ford) reached at 2359 hours.

Camera gun automatically exposed.

Ammunition used:

340 rounds H.E.I. 20 mm
340 rounds S.A.P.I. 20 mm
120 rounds incendiary .303
120 rounds A.P. .303

12 April 1945: Time of attack was 2327-2334 hours, vicinity of Kircham. Weather described as "Clear but very dark.". Claim was one Me.410 destroyed, one Ju.88 destroyed, one Ju.88 damaged.

GENERAL REPORT:

One Mosquito VI, F.E.F., Pilot: S/L Kipp, R.A., DSO, DFC. Navigator: F/L R. Oldham were airborne from Ford at 1640 hours on the 11th April 1945 for Night Ranger to Kircham. They landd at Toul-Ochey at 1810 hours where they refuelled and set course for target at 2205 hours.

S/L Kipp continues:-

"The trip to the target was uneventful and on approaching target area from South I saw the airdrome lit (2320 hours). We were flying at 2,500 feet and I pulled to starboard and orbitted to South-East of airdrome for five minutes to see if there was any activity in the air. I saw nothing so climbed to 4,500 feet on a North-West heading and dropped three flares (2327 hours) on the South-East corner of airdrome. I made two runs searching for aircraft and spotted a 410 in South-West corner of airdrome. I turned in on a heading of about 045 and attacked head-on with cannon and machine gun. The aircraft immediately burst into flames and burned furiously. I turned hard to port and made a fresh attack on a heading of 150 on a Ju.88 which was about 300-400 yards from the 410. This enemy aircraft also exploded and burned furiously. I made a 180 turn to port and coming in again saw strikes from an attack I made on a Ju.88 parked in front of a hangar on South-West edge of airdrome (I claim this damaged). During these attacks there was no flak reaction. We left the airdrome at 2336 hours and on way back to Juvincourt to refuel I attacked two M.T. proceeding West in the Memingen area and saw strikes on the,. I claim these damaged. We landed and refuelled at Juvincourt and set course for Ford landing there at 0420 hours.

Camera gun automatically exposed.

100 m.p.h. gun-sight.

Ammunition Used:

300 rounds 20 mm S.A.P.I and H.E.I.

600 rounds .303

FURTHER NOTE: On repatriation he filled out a document (31 July 1945) which described his

flying as consisting of 62 hours on operations (31 sorties) and 375 non-operational hours and his last operational sortie was 22 April 1945. He listed victories as follows: three Ju.88s, one FW.190 and one Me.410. He listed aircraft experience as follows: Anson (37 hours), Blenheim (61 hours five minutes), Boston (236 hours 30 minutes), Mosquito (82 hours 30 minutes), Mitchell (seven hours 15 minutes) and dual time (Tudor) as 12 hours 45 minutes.

The modest flying figures he supplied on this occasion are difficult to reconcile with other documents. On 30 September 1942 (when being posted from No.226 Squadron to No.17 OTU) he was described by W/C W.E. Surplice as "A keen officer who was doing very well up to the time he was wounded. With more operational experience he should turn out to be an excellent observer". On 16 December 1943, when being posted from No.342 Squadron to No.13 OTU, W/C H.M.G. de Rancourt reported he had flown 468 hours (71 in previous six months) and that he was "an exceptionally good navigator and bomb aimer". On the other hand, G/C W.M.L. MacDonald wrote, "Although I consider that the assessment at paragraph 11 is higher than is justified, I agree that F/L Oldham has done excellent work in his squadron and is a very good officer". On 28 February 1945, on posting from No.13 OTU, he was reported as having flown 525 hours (29 in previous six months) and W/C J.R. Cree wrote, "Has performed his duties with zeal and his ability has been an example to both Instructors and pupils." On 23 July 1945, W/C F. Gonsalves wrote that his total flying was now 589 hours (81 hours 30 minutes in previous six months) and was "a good average officer and keen on the job".

His training record may illustrate how an "Air Observer" progressed under the BCATP. At **No.1 ITS** (23 December 1940 to 27 January 1941) he attained 91 percent in Mathematics, 90 percent in Armament (P and O), 89 percent in Drill, and 89 percent in Law and Discipline. He was described as "Conscientious, hard-working airman with ability. Good air observer material. Has worked full out while at this unit". At **No.1 AOS** (3 February to 27 April 1941) he spent 65 hours ten minutes in Ansons in four categories: 1st navigator, day (29 hours 30 minutes), 2nd navigator, day (28 hours 45 minutes), 1st navigator, night (two hours 20 minutes) and 2nd navigator, night (four hours 35 minutes). In air work he received 369 marks out of a possible 500 and was described as "Average; writes a good leg; stood 27th in a class of 44." In Ground Training he took the following courses: D.R. Plotting (115 out of 150), D.R. Written plus DF/WT (173 out of 200), Compasses and Instruments (105 out of 150), Signals (100 out of 150), Maps and Charts (52 out of 100), Meteorology (85 out of 100), Photography (83 out of 100) and Reconnaissance (82 out of 100). He stood 15th in a class of 40 and was described as "Good all round student...Quiet type. Painstaking, hard worker. Neat and efficient. Decidedly officer material". At **No.1 BGS** (28 April to 9 June 1941) he logged 16 hours ten minutes by day in bombing and six hours 40 minutes by day in gunner plus seven hours 35 minutes as a passenger (all in Battle aircraft). His average error in bombing exercises was 163 yards (116 yards in his best exercise); in gunnery he was graded in a Beam Test (15 percent), Beam Relative Speed (5.6 percent) and Under Tail (seven percent). Marks were allotted to Bombing (Written) in which he scored 118 out of 150, Bombing (Plotting) in which he scored 116 out of 150, Gunnery (Written) in which he scored 84 out of 100 and Gunnery (Written), being marked 80 out of 100. He was

graded as "Above average" and graduated 4th in a class of 37 and described as "Unusually intelligent. Took the course very serious. A quiet disposition. Spent much time on his studies. Recommended for Commission." At **No.1 ANS** (9 June to 7 July 1941) he again was engaged in flying as follows: 1st Navigator, Day (eight hours 40 minutes), 2nd Navigator, Day (six hours 25 minutes), 1st Navigator, Night (nine hours 50 minutes) and 2nd Navigator, Night (nine hours 15 minutes). He was graded 198 out of 250 as an Air navigator and described as "Conscientious, keen and capable navigator, with a good sense of responsibility". In Ground Training he to Astro Navigation (Plotting) for which he was graded 116 out of 150 and Astro Navigation (Written) for which he was graded 92 out of 100. He graduated 13th in a class of 111.

RCAF Press Release No. 2469 dated 28 July 1942 read:

Flight Lieutenant Ronnie Oldham, 29-year-old R.A.F. navigator, whose parents live at 2590 Pointe Gray Road, Vancouver, B.C., was the only non-Frenchman in the Fighting French Lorraine Squadron when it took off today on its first bombing sortie from Britain, attacking the Fokker factory at Amsterdam.

The squadron, flying Bostons, has just been reformed in the United Kingdom, after having served in the Middle East.

"I saw our bombs go down into the target area," said Flight Lieutenant Oldham, who formerly taught mathematics in a private school in West Vancouver. "We received quite warm attention from heavy and well-concentrated anti-aircraft fire. We had a good fighter escort of Spitfires, so we had no need to fear enemy fighters."

Flight Lieutenant Oldham is navigation leader of the Lorraine Squadron and flies with the squadron commander. He has made 20 daylight operational trips in Bostons.

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OLEINEK, P/O Peter Joseph (J4735) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 11 March 1942 as per **London Gazette** dated 13 March 1942 and AFRO 611/42 dated 24 April 1942. Born in Stry, Alberta, 11 July 1915. Home in Edmonton. YMCA Physical Training Instructor and Playground Supervisor, 1935 to 1937 while prospecting; Canadian Airways agent, Edmonton, 1938-1939; Assistant Aero Engineer, Hudson Bay Transport, 1939-1940. Enlisted in Edmonton, 29 June 1940. To No.1 Manning Depot, Toronto, 2 July 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 14 October 1940 when posted to No.7 EFTS, Windsor; graduated 30 November 1940 and posted next day to No.31 SFTS, Kingston; graduated and commissioned 25 March 1941. To Embarkation Depot, 25 March 1941. To "Y" Depot, 5 April 1941. Disembarked in Britain, 20 April 1941. To No.11 OTU, 26 April 1941. To No.12 Squadron,

2 July 1941. To Canada, 16 February 1942. To No.31 ANS, Albert, Ontario, effective 16 February 1942. Promoted Flying Officer, 25 March 1942. To No.3 Training Command Headquarters, Montreal, 27 September 1942. To AFHQ, 1 January 1943. Promoted Flight Lieutenant, 1 February 1943. To No.301 Ferry Conversion Unit, 1 May 1944. To No.6 OTU, Comox, 15 June 1944. Promoted Squadron Leader, 1 August 1944. Promoted Wing Commander, 1 October 1945. To Greenwood, 18 December 1945. Retired 4 April 1946. Rejoined RCAF as pilot and Wing Commander, 9 February 1953 (213201) at Comox. Served at No.12 Air Defence Group Headquarters, 1 February to 2 March 1954 and 17 January to 15 February 1955; On staff of No.5 Air Division Headquarters, 6 March to 20 March 1957 and again 9-23 March 1959. To Supplementary Reserve, 31 March 1960. DFC presented by Governor General, 3 December 1942. Died in Victoria, British Columbia, 10 April 1989 as per British Columbia Vital Statistics. RCAF photo PL-4452 (ex UK-183) is captioned as follows: "Sergeant Pilot T.V. Johnston of Horizon, Saskatchewan, Sergeant Observer B.D. Croxton, 10124-114th Street, Edmonton, Alberta, and P/O P.J. Oleinek, 10146-95th Street, Edmonton, talk it over just before boarding their bomber for a flight." RCAF photo PL-4452 (ex UK-183) is captioned as follows: "Sergeant Pilot T.V. Johnston of Horizon, Saskatchewan, Sergeant Observer B.D. Croxton, 10124-114th Street, Edmonton, Alberta, and P/O P.J. Oleinek, 10146-95th Street, Edmonton, talk it over just before boarding their bomber for a flight." RCAF photo PL-4455 (ex UK-186) is captioned as follows: "Sergeant Observer B.D. Croxton, 10124-114th Street, Edmonton, Sergeant T.V. Johnston, Horizon, Saskatchewan, P/O P.J. Oleinek, 10146-95th Street, Edmonton, Alberta, Sergeant E.H. Emond, Ottawa, Sergeant W.B. Clark, Sarnia, Ontario and Sergeant Gunner W.I. Fairley, Regina, Saskatchewan, study maps and weather conditions before climbing aboard their bomber to carry out a well planned job to help in the battle for freedom."

This officer has completed numerous sorties over enemy and enemy occupied territory. He is a skilful and determined captain of aircraft who by his excellent example and high morale has won entire confidence of his crew. On one occasion when subjected to intense enemy fire over Stettin his aircraft was forced down to a height of only 50 feet. His aircraft sustained damage but in spite of this he coolly and skilfully flew at this height over highly defended areas and eventually reached this country. Pilot Officer Oleinek has displayed fine powers of leadership.

NOTE: Public Records Office Air 2/9262 has recommendation dated 19 January 1942 when he had flown 22 sorties (143 hours 25 minutes as follows:

- 2 August 1941 - Cherbourg (4.45)
- 5 August 1941 - Aachen (6.15, evaded Bf.109 attack)
- 7 August 1941 - Essen (4.53)
- 12 August 1941 - Berlin (7.40)
- 14 August 1941 - Magdeburg (7.15)

26 August 1941 - Cologne (6.20)
28 August 1941 - Duisburg (5.05)
7 September 1941 - Berlin (7.55, good photo taken)
11 September 1941 - Rostock (7.25, return on one engine)
19 September 1941 - Stettin (8.30, a/c damaged by flak and S.A. [?]; dived to ground level)
29 September 1941 - Stettin (9.00)
14 October 1941 - Nuremberg (6.55, bombed Frankfurt in bad weather)
21 October 1941 - Bremen (6.30)
23 October 1941 - Kiel (5.50)
31 October 1941 - Hamburg (6.00, W/T u/s, no brakes on return)
7 November 1941 - Berlin (8.10)
16 December 1941 - Wilhelmshaven (4.55)
28 December 1941 - Wilhelmshaven (5.25)
8 January 1942 - Brest (5.25)
10 January 1942 - Wilhelmshaven (6.45)
14 January 1942 - Hamburg (6.40)
17 January 1942 - Emden (5.45, first 4,000-lb bomb dropped by squadron).

This officer has carried out 22 highly successful sorties over Germany and occupied territory. His dogged determination to achieve a successful mission has at all times been the outstanding feature of this officer. His cool confidence and presence of mind reflects very strongly in the remainder of his crew, and as a whole, displays an extremely high moral standard for the unit. On one occasion, when caught in intense enemy ground fire over Stettin, he was forced down to a height of 50 feet above the ground, but in spite of damage to his aircraft, he continued at this height for this country, over highly defended areas, and through skilful pilotage and cool judgement he returned safely to his base without further damage. He has at all times maintained the highest traditions and qualities of leadership in the service.

Note: Application for Operational Wing (25 November 1944) listed some other sorties, viz:

21 June 1944 - No.11 OTU, Nickel raid on Wellington, Joigny-Tonnerre (6.00)
18 January 1942 - North Sea sweep (2.15)
26 January 1942 - Hanover (5.40)
31 January 1942 - St. Nazaire (7.25)

OLEINEK, S/L (now W/C) Peter Joseph, DFC (J4735) - **Air Force Cross** - No.6 OTU - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 8) has citation. When recommended he had flown 1,726 hours, of which 1,031 were instructing, 111 in previous six months. Medal presented 6 May 1950.

As Chief Ground Instructor, Squadron Leader Oleinek has displayed great ability as an organizer. In addition, he has planned and developed new and improved flying exercises, the effectiveness of which he frequently checks by acting as both screen pilot and navigator with students on exercises. His superior knowledge and work on all phases of training have been of immense value and his complete devotion to his duties has reflected most favourably in the high standard of training that exists at his unit.

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OLESKEVIS, F/O Paul Andrew (C16028) - **Mention in Despatches** - No.1659 Conversion Unit (AFRO gives unit only as "Overseas" - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 24 May 1917. Home in Dalhousie, New Brunswick; enlisted in Saint John, 7 June 1937 as Airframe Mechanic. As of 15 December 1939 he was a Corporal with No.110 (Army Cooperation) Squadron. Proceeded overseas with that unit. Promoted Sergeant, 1 June 1940. Promoted Flight Sergeant, 1 March 1941. Commissioned 7 July 1943 with rank of Flying Officer. Promoted Flight Lieutenant, date uncertain. Repatriated 23 September 1944. To No.4 Repair Depot, 5 November 1944. To Moncton, 16 February 1945. To No.6 Reserve Equipment and Maintenance Unit, 23 May 1945. Retired 2 December 1946. No citation in AFRO. DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation for an MBE dated 26 January 1944 when he was an Engineering Officer at the unit.

During the Battle of Britain and the heavy raids following, this officer as an NCO worked on Fighter Operational Units. During the attacks on his airfield he never gave any thought to his personal safety, his one object being the immediate maintenance of his aircraft and the safety of his men. Recently on this station when a serious crash occurred, he was among the first on the scene and helped organize the removal of the casualties and the Fire services. One member of the crew was trapped beneath the smouldering wreckage and Flying Officer Oleskevis personally cleared the wreckage and extricated this man. While doing this, his clothing became soaked in petrol; this involved great personal risk as the danger of a fire or explosion from the still-smouldering wreckage was present at all times. This officer has, at all times, displayed exceptional enthusiasm and an attitude that has created a very high standard or morale among the men.

RCAF Press Release 2488 dated 10 November 1943 appears below. It gives his rank as "Pilot Officer" although it is believed that his commission bestowed the rank of Flying Officer immediately:

Somewhere in Britain (RCAF News Service) - With more than three and a half

years of overseas experience to his credit, Pilot Officer Paul Oleskevis is looking forward to the day when he can see for himself how Canada has been transformed into one of the most aviation-conscious lands in the world.

Pilot Officer Oleskevis, a native of Dalhousie, New Brunswick, left Canada before the British Commonwealth Air Training Plan came into being and his knowledge of it is gained from hearsay and from outside contacts with thousands of graduates of the plan who have passed through stations in Britain on which he was posted.

At present he is an engineering officer with a conversion unit which trains Canadian airmen to handle four-engined bombers.

He has seen the RCAF develop from Moths and Wapitis to its present state where Canadian airmen find themselves quite at home at the controls of Halifaxes and Lancasters. Joining the service as a rigger in 1937, he came to Britain early in 1940 with the famous 400 Squadron, Canada's initial contribution to the Allied cause. From there he went to a fighter squadron and was commissioned in January of this year. [sic; see notes above].

"Canadians are gradually replacing RAF personnel in ground crews here," he said. "We find them very efficient and adaptable. The fact that this unit until recently had the best flying record among conversion units in Bomber Command is indicative of the job the Canadian boys are doing."

A hockey enthusiast, Pilot Officer Oleskevis captained the 400 Squadron team which won the RCAF championship and the Edwards Trophy in Britain. His parents, Mr. and Mrs. Anthony Oleskevis, live in Dalhousie.

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OLIPHANT, LAC Albert (R148615) - **Mention in Despatches** - No.9405 Servicing Echelon - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 6 October 1915. Home in Toronto; enlisted there 6 January 1942 for General Duties and posted to No.1 Manning Depot. Guard from 2 March 1943. Promoted AC1, 6 April 1942. To No.37 SFTS, 2 March 1942. Promoted LAC, 7 July 1942. To "Y" Depot, 13 July 1942. Posted to RAF overseas, 6 August 1942. Equipment Assistant from 21 May 1943. Repatriated 12 March 1946; retired 16 April 1946.

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OLIVER, Sergeant Mauriette Elvira (W307763) - **British Empire Medal** - AFHQ, Directorate of

Personnel - Award effective 8 June 1944 as per **Canada Gazette** of that date and RCAF Routine Order 1380/44 dated 30 June 1944. Born in New Norway, Alberta; educated in Alberta primary and secondary schools and Edmonton Normal School; home in Fairview, Alberta; enlisted in Edmonton, 23 October 1942 as Clerk Stenographer and granted Leave Without Pay. To No.4 ITS, 15 January 1943. To No.7 Manning Depot, 31 March 1943. Promoted AW1, 29 April 1943 when posted to No.1 Central Navigation School. To AFHQ, 20 May 1943. Promoted Corporal and Sergeant, 15 June 1943. To No.1 Air Command, 1 August 1945. To No.7 Release Centre, 18 September 1945. Retired to Fairview, Alberta, 24 September 1945. Medal presented by Governor General, 12 December 1944. RCAF photo PL-34559 taken after investiture.

This NCO, as Clerk (Educational) in the Education Branch at Air Force Headquarters, has shown initiative and resourcefulness far above average. She is responsible for all records in connection with pre-aircrew educational training and for the despatch of examination papers in connection therewith. By reason of her diligent, intelligent and active interest in her duties, the examination schedule of such trainees, who on occasion have numbered more than four thousand, have been carried out without interruption. Records pertaining to intake, outputs and examination results have been maintained with a high degree of accuracy. The airwoman has displayed outstanding devotion to duty and a broad interest in her work.

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OLIVER, WO2 Phillip Jesse Beatty (R57706) - **Member, Order of the British Empire** - RCAF India - Award effective 1 January 1945 as per **London Gazette** of that date, **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945. Born 5 December 1916 in Victoria; home there. Formerly Assistant Accountant with British Columbia Land and Investment Agency; enlisted in Vancouver, 6 April 1940 in Accounts Branch and posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 29 April 1940. To Camp Borden, 10 June 1940. Promoted AC1, 6 July 1940. To Station Rockcliffe, 20 August 1940. To RCAF Overseas, 21 August 1940. Taken on strength of No.112 (Army Cooperation) Squadron, 6 September 1940. Promoted LAC, 6 October 1940. To No.2 (Canadian) Squadron, 11 December 1940; unit became No.402 Squadron. Promoted Corporal, 1 January 1941. Promoted Sergeant, 1 July 1941. To Station Digby, 10 February 1942. To RCAF Overseas Headquarters, 21 March 1942. Promoted Flight Sergeant, 1 March 1943. To India, 2 July 1943. Promoted WO2, 1 April 1944. To RCAF District Headquarters, India, 14 May 1944. Commissioned 30 September 1944 with rank of Flying Officer (C87522). To RCAF Overseas Headquarters, London, 4 August 1945. Repatriated via Lachine, 16 November 1945. Retired 22 December 1945. Served in postwar RCAF (Accounts, service number 59806), enlisting in Victoria, 27 September 1952. To London, Ontario, 2 November 1952. To North Bay, 17 January 1953. To No.4 Wing Headquarters, 4 September 1954. To Tactical Air Command Headquarters, 24 July 1958. To Station Namao, 1 January 1959. To No.115 Air Transport Unit, El Arish, 21 July 1962. To Station Vancouver, 6 July 1963. Retired in Vancouver, 8 March 1964. RCAF photo PL-46230 (ex UK-23581 dated 5 November 1945)

taken after investiture at Buckingham Palace; shown with his wife and mother-in-law. Died in Victoria, 22 June 1990 as per **Legion Magazine** of September 1990.

This warrant officer, during the period of the initial organization of the Royal Canadian Air Force Base Accounts Office, India, displayed exceptional qualities of leadership and ability, for which he has been commended on several occasions by his senior officers. The satisfaction of Royal Canadian Air Force personnel in this area in the great improvement of the maintenance of their accounts may be attributed in no small part to the energetic efforts and able leadership of this warrant officer. In emergencies, under difficult conditions, he has displayed untiring energy and devotion to duty which are most praiseworthy.

The original recommendation, raised about 23 August 1944, began with G/C T.C. Davis (Director of Accounts and Finance) and identified Oliver as a WO2 and Senior NCO, RCAF Base Accounts Officer, India.

During the period of the initial organisation of the RCAF Base Accounts Office India under very difficult conditions, this NCO displayed such leadership qualities and ability that he has been specially commended on several occasions by his senior officers. The satisfaction of RCAF personnel in the Indian area in the great improvement in the maintenance of their accounts is due to a great extent to this NCO's personal efforts and to his ability of obtaining the best efforts of the airmen under his charge. When his Senior Accounts Officers on two occasions were required to be relieved of their duties, his assistance to the junior accountant officer in these emergencies in all respects greatly contributed to rendering of superior service without interruption to RCAF personnel serving in the area, and is deserving of special recognition.

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OLMSTED, F/L William Alfred (J5125) - **Distinguished Flying Cross** - No.442 Squadron - Award effective 24 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born in Victoria, B.C., 1 July 1920. Home in Hamilton; educated at McMaster University. Enlisted in Hamilton, Ontario, 31 August 1940. To No.2 Training Command, 10 October 1940. Trained at No.2 ITS (5 November to 11 December 1940; promoted LAC on the latter date), No.15 EFTS (12 December 1940 to 31 January 1941 when posted to No.2 Manning Depot) and No.6 SFTS (8 February to 18 May 1941; qualified as pilot, 22 April 1941 when commissioned). To Central Flying School, Trenton, 19 May to 30 July 1941; No.4 Training Command (Regina), 31 July to 5 November 1941; No.31 EFTS, 1 August 1941 to 9 February 1942; No.1 BGS, 1 March to 30 August 1942, having been promoted Flying Officer, 23 April 1942. Embarked from Canada, 6 September 1942; arrived No.3 Personnel Reception Unit, 21 September 1942. No.61 OTU, 6 October 1942 to 4 January 1943. To Algeria and thence to

No.81 Squadron (15 February to 1 June 1943; promoted Flight Lieutenant, 23 April 1943) and No.232 Squadron (1 June to 3 December 1943). Hospitalized with malaria. Embarks for UK, 18 January 1944; arrives in UK, 4 February 1944. Attached to Station Grangemouth, 24 February to 2 March 1944; attached to Central Gunnery School, 16 March to 19 April 1944; to North Weald, 26 April 1944; to Hornchurch, 26 April to 18 May 1944; attached to Detling, 19 May to 19 June 1944; with No.442 Squadron, 2 July to 22 December 1944. To Canada, 22 January 1945; released 6 April 1945. Rejoined via RCAF Auxiliary (No.424 Squadron), 18 June 1946 to 31 August 1948 with rank of Squadron Leader (120167). See his autobiography, **Blue Skies**. Died 14 May 1987 as per **Airforce Magazine** of October-November-December 1987, Royal Canadian Legion "Last Post" website and **Legion Magazine** of September 1987. Aerial victories as follows: **23 April 1943**, one Bf.109 damaged, Tunisia (No.81 Squadron, Spitfire EN356); **26 April 1943**, one Bf.109 damaged east of Sret el Kourza lakes (No.81 Squadron, Spitfire EN204); **29 June 1943**, one Bf.109 probably destroyed (No.232 Squadron, Spitfire JK274); **11 September 1943**, one FW.190 damaged, Salerno area (No.232 Squadron, Spitfire LZ950); **23 October 1943**, one Bf.109G destroyed, Bari area (No.232 Squadron, Spitfire MA411); **20 July 1944**, two FW.190s destroyed, St.Lo (No.442 Squadron, Spitfire Y2R); **27 July 1944**, one Bf.109 destroyed, Dreux (No.441 Squadron, Spitfire Y2R). RCAF photo PL-15902 (ex UK-4083 dated 28 May 1943) shows A/V/M Wilf Curtis talking to P/O Harry Fenwick, DFC (centre) and F/O Bill Olmstead (Hamilton). RCAF photo PL-32192 (ex UK-14738 dated 12 September 1944) shows him standing at base of Asnpach Monument, Brussels,

Flight Lieutenant Olmsted has flown on many operational sorties over enemy territory and has at all times displayed exceptional keenness and determination. In two successive days in August 1944 he was responsible for the destruction of twenty-eight enemy vehicles, bringing the total he has destroyed to fifty. He has rendered fine service.

NOTE: DHist file 181.009 D.2833 (RG.24 Volume 20632) has recommendation dated 18 August 1944 which bears comparison. As of that date he had flown 282 sorties (397 hours 15 minutes):

Flight Lieutenant Olmsted has taken part in 282 sorties over enemy territory and has at all times displayed exceptional keenness and determination to engage the enemy both in the air and on the ground. During his operational career while in Italy and France he has destroyed four enemy aircraft, probably destroyed two and damaged three others. On August 13th and 14th he destroyed or damaged 28 enemy vehicles, bring his total enemy vehicles destroyed or damaged to fifty. He has at all times proved himself to be a very capable and skilful Flight Commander and his work is worthy of the highest praise.

OLMSTED, S/L William Alfred (J5125) - **Bar to Distinguished Flying Cross** - No.442 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945.

Since the award of the Distinguished Flying Cross, Squadron Leader Olmsted has destroyed a further eighty mechanical vehicles. In addition he has repeatedly attacked enemy locomotives in most heavily defended areas in the outskirts of the Ruhr, severely damaging twenty-seven vehicles and a large number of goods trucks. In September 1944 a very large amount of enemy equipment was destroyed or damaged. Squadron Leader Olmsted has always displayed magnificent leadership and a fine fighting spirit which are worthy of high praise.

NOTE: DHist file 181.009 D.2833 (RG.24 Volume 20632) has recommendation dated 30 October 1944 when he had flown 388 sorties (487 operational hours) or 106 sorties (89 hours 45 minutes) since previous award. Because of the detail it bears comparison with the official citation:

Since being awarded the Distinguished Flying Cross in August of this year, Squadron leader Olmsted has completed a further 90 hours of operational flying. In this period he has destroyed or damaged a further 80 Mechanical Enemy Transport bringing his total score to 130 vehicles destroyed or damaged. To add to this splendid effort he has repeatedly attacked without any thought of his own personal safety locomotives and rolling stock in the most heavily defended areas on the outskirts of the Ruhr, seriously damaging 27 locomotives and damaging a large number of goods trucks.

He has been the inspiration which is completely for the remarkable aggressive spirit of the pilots he commands. Due to this his squadron has become the most persistent and high scoring ground attack squadron in the wing.

On September 28 the squadron dropped 22 tons of bombs achieving at least eight railway cuts and destroying a locomotive. On armed reconnaissances returning from the target 17 locomotives were seriously damaged, six goods trucks destroyed and 27 damaged plus eleven Mechanical Enemy Transport destroyed or damaged of which four were flamers, two smokers and five damaged. This destruction of enemy equipment gives some idea of the remarkable work carried out each day under his leadership and is worthy of very high praise.

Squadron Leader Olmsted has a total of four enemy aircraft destroyed, three probables and three damaged.

OLMSTED, S/L William Alfred, DFC (J5125) - **Distinguished Service Order** - No.442 Squadron - Award effective 16 February 1945 as per **London Gazette** of that date and AFRO 508/45 dated 23 March 1945.

This officer has led the squadron on very many sorties during which great loss has been inflicted on the enemy. Much of the success achieved can be attributed to this officer's brilliant leadership, outstanding skill and courage which have inspired all under his command. Squadron Leader Olmsted himself has been responsible for putting out of action a large number of mechanical vehicles, numerous locomotives and coaches and much other equipment; he has also destroyed four enemy aircraft. His determination to harass the enemy on every possible occasion has been worthy of the highest praise.

NOTE: DHist file 181.009 D.2833 (RG.24 Volume 20632) has recommendation drafted about 30 December 1944 when he had flown 410 sorties (517 hours 30 minutes) or 46 sorties (68 operational hours) since his previous award. Again, the sheer detail of this document contrasts with the sparse description given in the official citation:

Since being recommended for a Bar to his Distinguished Flying Cross, Squadron Leader Olmsted has continued his trail of destruction over the enemy. Since that date he has destroyed or damaged a further 18 Mechanical Enemy Transport - destroyed two and damaged seven locomotives - destroyed 11 railway coaches and damaged 16 railway trucks - destroyed one Motor Transport trailer and troops and put out of action two flak cars. On top of this he is mainly responsible for the 53 rail cuts claimed by the squadron on their recent rail interdiction programme. This brings his total destruction to 143 Mechanical Enemy Transport destroyed or damaged, 36 locomotives destroyed or damaged, 11 coaches destroyed, 16 trucks damaged, five armoured fighting vehicles damaged, two trgs [?] damaged, one Motor Transport Trailer and troops destroyed, two flak cars put out of action plus four aircraft destroyed, two probably destroyed and three damaged.

Squadron Leader Olmsted's keenness to seek out and destroy the enemy is self-evident in that he carried out at least 75 percent of the operations flown by his squadron while it was under his command and it was through his aggressive spirit and outstanding leadership that the squadron rose from the bottom position to the top scoring ground attack squadron within their wing and proved to be the highest squadron at rail cuts within the wing. The latter was accomplished due largely to this officer's exhaustive and untiring efforts at Warmwell Practice Camp and later to the example he set up in pressing home his attacks to point blank range regardless of the amount of flak encountered.

The spirit that he has inspired amongst the pilots of his squadron is clearly shown in the following results achieved since he assumed command on September 30th:

MET	23 destroyed	81 damages
LOCOS	13 destroyed	75 damaged
TANKS		1 damaged
TRGs	58 destroyed	73 damaged
BARGES		3 damaged
HDVs	1 destroyed	2 damaged
RLY COACHES	11 destroyed	4 damaged
FLAK CARS		2 damaged
TROOP TRAILER	1 destroyed	

The destruction of enemy equipment for the loss of only four pilots shows great ability and extremely sound tactical judgement. During the last month of his tour, Squadron Leader Olmsted, in pressing home his attacks to such close range, was on two occasions shot up so badly that he was only able to make our lines before his aircraft caught fire and he was forced to bale out. These narrow escapes produced not the slightest slackness in the vigour and persistence with which this officer fought and led his squadron.

RCAF Press Release No. 8287 dated 17 January 1945 from S/L Vic Baker reads:

WITH R.C.A.F. IN BRITAIN: -- One of the leading Spitfire pilots of the Tactical Air Force operating on the Continent, Squadron Leader William A. Olmsted, DFC and Bar, 15 Chedoke Avenue, Hamilton, Ontario, is on his way home to Canada.

Commanding Officer of the RCAF's Caribou Squadron, the 24-year-old fighter pilot has been overseas for two and a half years. Now at an RCAF repatriation depot in Britain, Olmsted has an official score of four enemy aircraft destroyed, two probables, three damaged, 38 trains destroyed, and some 165 enemy vehicles attacked and damaged.

Before enlisting, Olmsted attended McMaster University and plans to return to school on discharge. He plans to take up economics and business training later at Western University in preparation for a business career. "Shooting up these trains is not the easy business people seem to think," said the tall, lanky flier. "Jerry is now making every 10th flatcar an ack-ack post and the flak they throw up is tremendous. They must be radio-controlled because even when we approach from about 20 miles off, they seemed to be informed of our approach. Usually they pull off into a siding and blow up clouds of steam to make sure we don't miss them. Then, when the unsuspecting pilot attacks, he is shot up pretty badly by their heavy guns," added Olmsted.

Last September, Olmstead received a triple order of good news when, in one day, he learned that he had won the DFC., been promoted to the rank of squadron leader and placed in command of the Caribou squadron. The pilot had established himself as a flier of distinction during the campaigns in Sicily and Italy where he did his first tour.

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OLSEN, F/L Thomas Coulter (J28859) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO 1704/45 dated 9 November 1945. Born 24 July 1913 in South Shields, England; home in Toronto (appraiser); enlisted there 30 July 1942 and posted to No.5 Manning Depot. To No.16 SFTS (guard), 22 September 1942. To No.6 ITS, 27 December 1942; graduated and promoted LAC, 5 March 1943 but not posted to No.4 AOS until 20 March 1943; graduated and commissioned, 6 August 1943. To "Y" Depot, 20 August 1943. To United Kingdom, 25 August 1943. Promoted Flying Officer, 6 February 1944. Promoted Flight Lieutenant, date uncertain. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To No.14 SFTS, 27 June 1945. To No.4 Release Centre, 2 August 1945. Retired 3 August 1945. Medal sent by registered mail 28 June 1949. RCAF photo PL-33234 (ex UK-15513 dated 4 October 1944 is captioned as follows: "Grouped about the entrance of their dispersal bus are these young Canadians who are members of an RAF Bomber Command squadron overseas. Back row, F/O Tom Olsen, navigator of Toronto (DFC), FS Harry Loggin, navigator of Leduc, Alberta, F/O Jack Cartwright, pilot, of Toronto (DFC), P/O Harold Callon, air gunner, of Hamilton, Ontario; F/O Jack Beaton, bomb aimer, of Montreal (DFC); Front row, P/O Malcolm MacNeil, DFC, bomb aimer, of Glace Bay, Nova Scotia, FS Irving Simpson, air gunner, of Vancouver. (DFC)."

This officer has completed many sorties as a navigator. On the night of March 22, 1945, his crew were detailed to illuminate the target in an attack on an oil refinery at Hamburg. Despite heavy anti-aircraft fire, Flight Lieutenant Olsen's accurate navigation guided them safely to the target and back. His courage, coolness and concentration have set a fine example to all.

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OLSON, Sergeant Arne Philip (R116329) - **British Empire Medal** - Station Sydney - Award effective 14 July 1945 as per **Canada Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 6 October 1919. Home in Edberg, Alberta; enlisted in Winnipeg, 12 July 1941 as Clerk/General and posted to No.2 Manning Depot. To No.11 SFTS, 17 September 1941. To Trenton, 3 October 1941. Promoted AC1, 8 November 1941 when posted to No.4 Repair Depot. Promoted LAC, 1 April 1942. Promoted Corporal, 1 December 1942. To Shelburne, 31 May 1943. Promoted Sergeant, 1 August 1943. To No.116 (BR) Squadron, 15 November 1943. Reclassified as Clerk/Admin, 1 January 1944. To "S", 6 July 1944. To No.2 Air Command, 18

February 1946. To No.5 Release Centre, 28 March 1946. Retired 3 April 1946. A 37 year career with United Farmers of Alberta Cooperative. Died in Calgary, 2 December 2008.

On February 15, 1945, the explosion of a depth charge demolished a hangar and precipitated a violent fire which raged with great fury owing to some two thousand gallons of gasoline contained in the tanks of aircraft in the hangar. The hangar and contents were almost completely destroyed in thirty minutes. When the explosion occurred, Sergeant Olson was on duty in the hangar and was thrown to the floor by the force of the blast. Despite the fact that he was dazed and suffering from shock, he proceeded to the blazing ammunition room where, amid exploding ammunition, this non-commissioned officer, completely disregarding his own safety, assisted in removing one of the injured armourers. He returned to the furiously burning building a second time in search of other missing airman. In the face of very great danger Sergeant Olson displayed great courage and fortitude in helping to rescue a fellow airman.

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OLSON, P/O Carl Robert (J88426) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 9 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 9 July 1918. Home in Charleswood, Manitoba; enlisted in Winnipeg, 24 May 1941 and posted to No.2 Manning Depot. Postings card too dark to read. Trained at No.2 WS (graduated 20 July 1942) and No.5 BGS (graduated 8 March 1943). To No.5 Release Centre, 20 March 1945. Retired, 22 March 1945. In postwar RCAF Auxiliary with No.406 Squadron, 2 March 1948 to uncertain date. Medal presented 22 April 1950.

This officer was the wireless operator in an aircraft detailed to attack Bochum one night in October 1944. During the operation the aircraft was hit by high explosive shells. The mid-upper gunner was killed and Pilot Officer Olson was badly wounded in the face and arm. Although suffering acutely, this courageous crew member insisted on remaining at his post. He became weak from the loss of blood yet he diligently worked at his wireless apparatus transmitting messages as required. On this, his second operational mission, this officer displayed great fortitude and devotion to duty.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has original recommendation by W/C A.C. Hull dated 18 October 1944 when he had flown two sorties (11 hours 55 minutes) as follows:

On the raid on Bochum the night of 9th October 1944, P/O Olson's aircraft was struck heavily by flak, the mid-upper gunner was killed and P/O Olson was badly wounded on the face and left arm. Despite the pain from his wounds and being extremely weak from loss of blood, he insisted on staying at his set to send out emergency procedure to assist the pilot land at an English base. His great

gallantry and devotion to duty undoubtedly were responsible to a major degree in the safe return of the aircraft. I recommend the immediate award of the DFC.

The sorties were:

27 September 1944 - Bottrop (7.10, day)
5 October 1944 - Bochum (4.45, wounded).

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OLSON, Sergeant George Raymond (R59140) - **Mention in Despatches** - No.419 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Minneapolis, Minnesota, 21 June 1904 of Swedish parents. Education described as Willow Creek School (1910-1918) and Universal Aviation (November 1929 to January 1930. A butter maker's helper, 1918-1919, farm manager 1919 to 1925 (farm sold) and commercial fisherman in Minnesota, 1925-1930 (business sold out). Employed by J.C. Poirier boats, Kenora, 1931 to 1940 and for last three years was Chief Mechanic and Pilot of three boats run at Alexander Island, Kenora, Lake of the Woods.. Naturalized Canadian in 1937. In spite of his work record, his home given as Calgary. He was enlisted in Winnipeg, 5 June 1940 as Aero engine mechanic and posted to No.2 Manning Depot, Brandon that date. To No.1 Technical Training School, St.Thomas, 24 July 1940. Promoted AC1, 30 November 1940. To No.7 SFTS, MacLeod, Alberta, 4 December 1940. Promoted AC, 1 July 1941. To "Y" Depot, 13 March 1942. To RAF Trainee Pool, 29 April 1942. Disembarked in Britain, 13 May 1942. Taken on strength of No.3 PRC Detachment, Hastings, 14 May 1942. To No.419 Squadron, 11 June 1942. Promoted Corporal, 1 November 1942. Promoted Sergeant, 9 July 1943. Attached to No.21 School of Technical Training, 6-20 May 1944 before returning to No.419 Squadron. To No.64 Base, 16 September 1944. Repatriated 28 February 1945. To No.10 Repair Depot, 13 March 1945. To No.8 Release Centre, Vancouver, 22 June 1945; released 23 June 1945. Died in New Westminster, British Columbia, 10 April 1980 as per **Legion Magazine** of May 1981.

Note: A medical report from Middleton St. George, January 1945, stated that he had a history of increasing deafness over the previous three months, increasing to a point where he had difficulty understanding what people said to him. "He is an Aero Engine Mechanic working around aircraft engines for about four years." A specialist, reporting on 25 January 1945, wrote, "Should either remuster to quieter occupation or be employed away from engine noise and gunfire. Should not be employed on guard duties." He was finally recommended for repatriation to Canada on 6 February 1945.

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OLSON, F/L Oke (J22046) - **Distinguished Flying Cross** - No.407 Squadron - Award effective 19 July 1945 as per **London Gazette** dated 27 July 1945 and AFRO 1672/45 dated 2 November 1945. Born 19 July 1920 in Bodsjo, Sweden; home at Lake Cowichan, Vancouver Island (tugboat

deck hand, fire fighter, logger); enlisted in Vancouver, 24 November 1941 and posted to No.2 Manning Depot, Brandon. To No.5 Personnel Holding Unit, Paulson, 1 February 1942. To No.12 SFTS, Brandon guard), 14 February 1942. To No.2 ITS, Regina, 29 March 1942; graduated and promoted LAC, 23 May 1942 but not posted to No.19 EFTS, Virden until 5 July 1943; graduated 28 August 1942 and posted on 30 August 1942 to 2 SFTS, Uplands; graduated and commissioned 18 December 1942. To No.1 GRS, Summerside, 3 January 1943. To No.31 OTU, Debert, 6 March 1943. To Eastern Air Command Headquarters, Halifax, 1 June 1943. To No.161 (BR) Squadron, 3 June 1943. Promoted Flying Officer, 18 June 1943. To "Y" Depot, Lachine, 8 February 1944. Embarked from Halifax, 15 February 1944. Disembarked in Britain, 24 February 1944. To No.6 (Coastal) OTU, 11 April 1944. To No.405 Squadron, 12 July 1944. Promoted Flight Lieutenant, 18 December 1944. To Repatriation Depot, 8 July 1945. Repatriated via Lachine, 9 July 1945. Retired 24 September 1945. Medal sent by registered mail. Application for Operational Wings dated 1 June 1945 (DHist file 181.009 D.2504, RG.24 Vol.20625) lists all his sorties. These were with Station Debert (five sorties on Hudsons, 7 May to 14 May 1943), No.161 Squadron in Canada (36 sorties on Douglas Digby aircraft, 6 June 1943 to 21 December 1943), RAF Station Silloth (two sorties, Wellingtons, 12 and 16 June 1944), and No.407 Squadron (39 sorties, Wellingtons, 8 August 1944 to 28 May 1945). Flew 660 hours 20 minutes on operations; his longest sortie was on 2 September 1943 (12 hours 20 minutes). Attacks on midget submarines in April 1945. Died in Sandspit, British Columbia, 30 January 1977 as per British Columbia Vital Statistics.

Now on his second tour of operational duty, this officer has continuously displayed a fine fighting spirit and great enthusiasm. While on anti-submarine patrols he has contacted and attacked six midget submarines with excellent results. These attacks and sightings on extremely small targets in difficult circumstances have been an inspiration to the other members of his squadron and reflect the outstanding perseverance and devotion to duty of Flight Lieutenant Olson.

DHH file 181.009 D.2620 (Library and Archives RG.24 Volume 20628) has DFC recommendation drafted 20 May 1945 when he had flown 79 sorties (649 hours) on operations) as follows:

This officer has completed 79 sorties and 649 hours flying on anti-U-Boat patrols and he is now well advanced on his second tour of operations. During this time, Flight Lieutenant Olson has continually displayed the greatest keenness in all phases of his work and it has been largely due to his unremitting efforts that his crew has reached and maintained their high state of efficiency and enthusiasm.

His fine work was recognized in a congratulatory signal from the H.C.C. [?] Headquarters 19 Group following the successful homing and illumination of a difficult schnorkel target by L/407 in position 49:24N 04:47W at 0611 hours. 20th December 1944, although weather conditions precluded the opportunity of

delivering an attack.

At 0059 hours, 19th April 1945, while operating from Langham in D/407, a midget submarine was homed on and illuminated in position 52:17N 03:46E. Six depth charges were dropped and doubtlessly discouraged the enemy crew although no evidence of damage was sighted. At 0312 hours on the same morning, a second midget was contacted in position 52:50N 03:33E and attacked with gunfire after being sighted in the Leigh Light beam too late to permit an attack with depth charges.

Two days later, another successful sortie was carried out in F/407, when two Biber class submarines were illuminated at 0109 hours in position 50:04N 03:43E. Again the actual sighting was too late for a depth charge attack, but gunfire from the front and rear guns was observed to strike the targets. Six minutes later they were again illuminated and attacked with six depth charges. Both contacts disappeared and while searching the area for wreckage, the Leigh Light became unserviceable. At 0140 hours a persistent and thorough search was rewarded by a radar contact in position 52:05N 03:42E. Flight Lieutenant Olson's excellent judgement resulted in the illumination of the submarine by the skilful use of flares and immediately an attack was carried out with gunfire and four depth charges which were observed to straddle the target.

Another submarine was sighted at 0145 hours on 24th April 1945, in position 52:24N 04:13E when on A.E.B.D. [anti-E-Boat Duty ?] patrol from Langham in F/407. This was attacked with gunfire and six depth charges. On the same sortie at 0225 hours F/407 homed from four miles on a very small contact, but the midget was not sighted until the aircraft was passing over the target in position 52:13N 04:13E.

These attacks and sightings on extremely small targets under difficult conditions have been an inspiration to the other members of the squadron and reflect the outstanding perseverance and devotion to duty which Flight Lieutenant Olson invariably displays.

Training: At ITS he placed fifth in class of 234 - "Personable young married airman of Swedish descent who is alert and keen with very good ability, standing near the top of the flight with little apparent effort. He has confidence and initiative, a good sense of responsibility and is ecommended as commission material."

At No.19 EFTS he was 16th in a class of 29. Flew Tiger Moths (32.10 day dual, 48.20 day solo, 3.00 night dual of which ten hours on instruments; also logged twelve hours in Link. Required 8.45 dual before first solo. "Above average and a hard working, intelligent pilot. Has no bad flying faults and uses his head at all times. Instrument flying above average. Of average ability

in Ground School and of very good appearance. Discipline and department good.”

At No.2 SFTS flew Harvards - 59.40 day dual, 104.10 day solo, 6.35 night dual, 10.50 night solo. Of these figures, 30.30 on instruments and 18.45 in formation. Also logged 25 hours in Link. Needed 4.15 dual before first solo. Placed 29th in a class of 55. “Flying ability average. Progressed steadily. Aerobatics low average. Appearance and department average. Very quiet type. Recommend for commission.”

Training at No.1 GRS was 4 January to 6 March 1943. Flew Ansons (41.45, all by day). Ground subjects were DR Navigation, Intermediate (71/100), DR Navigation, Final (234/300), DR Navigation Air Work (201/300), Reconnaissance (140/200), Reconnaissance Air Work (74/100), Astro Navigation (82/100), Compasses and Instruments (130/200), Meteorology (110/200), Signals (70/100), Coding (64/100), Ship Recognition (142/200), Photography (87/100) and Visual Signals (Pass). “A keen steady worker who achieved good results. Very reliable and should make a good General Reconnaissance pilot.”

At No.31 OTU, Debert, course was 8 March to 17 May 1943. Flew Hudson aircraft (16.05 day dual, 61.50 day as first pilot, 7.35 day as second pilot, 2.00 night dual, 11.55 night as first pilot, 2.35 night as second pilot. Of this, 4.10 was instrument flying. Also logged 17 hours in Link. Bombing exercises (all by day) involved medium and low level exercises in which he dropped a total of 39 bombs. Also fired 200 rounds on ground, 900 rounds air-to-ground, 250 rounds air-to-air and 250 rounds in final gunnery tests. Ground training in Navigation (82 percent), Signals (71 percent), Armament (75 percent), Airmanship (54 percent), Reconnaissance (82 percent), Meteorology (70 percent), Photography (71 percent), Intelligence (100 percent), Tactics (61 percent). Chief Ground Instructor wrote, “Standard of ground work above average.” Chief Instructor wrote, “An average pilot, but needs more general experience.”

At No.6 (Coastal) OTU, 11 April to 4 July 1944. Flew Wellington aircraft (3.30 day dual to first day solo, 14.00 day dual total, 54.05 day solo; 1.55 night dual to first night solo, 2.55 total night dual, 27.40 night solo. Also logged 24 hours in Link. Ground tests in Airmanship (300/300), Armament (276/300), Meteorology (62/100), Navigation (130/200), Signals (70/100). Flying tests in General Flying (328/400), Applied Flying (170/200), Instrument Flying (187/250), Night Flying (80/100) and Link (39/50). “An above average pilot and captain. A pleasant type of officer whose outlook is a little immature.” (G/C J.G. Elton, Station Silloth, 12 July 1944).

Assessments: “This officer makes up in keenness what he might lack in experience. Definitely conscientious and willing. Recommended for retention in the service and promotion to Temporary Flying Officer.” (S/L E.B. Hale, No.161 Squadron, 12 July 1943).

“This officer does a very good job. He is steady and conscientious in his duties.” (S/L H.F. Monnon, No.161 Squadron, 26 January 1944).

Notes: Application for Operational Wing dated 21 January 1944 stated he had flown six sorties (22 hours 35 minutes) on operations with No.31 OTU, 10 March to 14 May 1943, and 34 sorties (256 hours 20 minutes) with No.161 (BR) Squadron, 3 June 1943 to 4 February 1944.

Application for Operational Wing dated 16 May 1945 states he had flown 77 sorties (630 hours 15 minutes) including 41 with No.161 (BR) Squadron (286.05) and 36 to date with No.407 Squadron (344.10).

On repatriation he signed a form (3 July 1945) stating he had flown 39 sorties overseas, the last on 28 May 1945. Flying times had been 370 hours ten minutes operational and 238 hours 50 minutes non-operational. Stated he had attacked five midget submarines.

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

Wellington D/407 - Captain F/L Olson - 0103, 19th April 1945 - 52.17 N 03.46 E, off Dutch coast. Aircraft on anti-S.B.U. [small battle unit] patrol homed on a radar contact and illuminated midget submarine, believed Biber, heading S.E. But vessel submerged before an attack could be made. Aircraft then attacked along probable line of submarine dropping six 250-lb depth charges, setting 25 feet, spaced 60 feet from 100 feet with unobserved results.

Wellington D/407 - Captain F/L Olson - 0312, 19th April 1945 - 52.50 N 03.33 E, off Dutch coast. Aircraft "D" following first attack on believed Biber (see details above) homed on another radar contact and illuminated another midget submarine believed Biber (one man torpedo). Aircraft immediately made an attack from 100 feet with 100 rounds machine gun. Results were unobserved.

Wellington F/407 - Captain F/L Olson - 0145, 21st April 1945 - 52.05 N 10.42 E, off the Hook. Aircraft on patrol against small battle units illuminated surfaced Biber, course 150 degree, six knots and attacked, dropping four 250-lb depth charges spacing 60 feet, from 60 feet. Depth charges straddled target; no contact obtained after attack.

Wellington F/407 - Captain F/L Olson - 0145, 24th April 1945 - 52.24 N 04.13 E, northwest of the Hook. Aircraft on anti-small boat unit patrol sighted wake 100 feet long illuminated with Leigh Light, but too late to attack. Markers dropped and aircraft circled when a U-Boat with decks was seen on a course 245, eight knots. U-boat submerged and was attacked with six 250-lb depth charges from 150 feet spacing 60 feet, setting 25 feet. Periscope and conning tower identified by crew, tracer observed entering conning tower. No results from depth charge attack observed.

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OLSON, F/O William Frederick (J29487) - **Mention in Despatches** - No.7 (BR) Squadron - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 18 August 1915. Home in Dauphin, Manitoba; enlisted in Regina, 26 June 1937. Promoted Corporal, 5 November 1939; promoted Sergeant, 1 July 1940. Promoted Flight Sergeant, 1 March 1941. Initially an airframe mechanic with No.1 (F) Squadron; returned to Canada 19 July 1941 and posted to Rockcliffe. To No.15 SFTS, 29 July 1941; to Prince Rupert, 13 December 1941; to No.7 (BR) Squadron, 29 June 1942. Reverted to Sergeant, 27 December 1942 when posted to No.4 ITS; graduated 6 March 1943 when posted to No.5 EFTS; graduated 1 May 1943 when posted to No.15 SFTS; graduated and commissioned, 20 August 1943; to No.2 Flying Instructor School, 3 September 1943; to No.11 SFTS, 1 November 1943. Promoted Flying Officer, 1 March 1944; to No.10 SFTS. 27 October 1944. Promoted Flight Lieutenant, 1 January 1946; reverted to Flight Sergeant, 1 October 1946, remaining in postwar RCAF as Airframe technician. At Station Down Ampney when MiD granted.

Flying Officer Olson has displayed constant devotion to duty in connection with maintenance of aircraft whilst serving in England during the Battle of Britain from June 8th, 1940 to July 16th, 1941, and later in Canada whilst serving at training units. His zeal and devotion to duty have been an outstanding example to all ranks.

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ONEIL, Sergeant Harold Ignatius (R133970) - **Mention in Despatches** - No.12 OTU - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 31 March 1921. Home in Toronto; enlisted there 7 October 1941 as Radio Mechanic and posted to No.1 Manning Depot. To GAC (whatever that is), 3 November 1941. Promoted LAC, 20 February 1942. To No.1 Manning Depot, 21 February 1942. To No.31 Radio School, 18 March 1942. To No.31 Personnel Depot, 3 May 1942. To RAF overseas, 2 June 1942. Reclassified Radar Mechanic, 1 July 1942. Promoted Corporal, 23 November 1942. Promoted Sergeant, 4 May 1943. Promoted Flight Sergeant, 17 September 1944. Repatriated 5 September 1945. Retired 17 October 1945. No citation.

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ORCHARD, Flight Sergeant Donald Ernest (Can 4041A) - **British Empire Medal** - No.121 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 14 July 1904 in the Isle of Wight (RCAF press release 4907 announcing award). Employed at Winnipeg Electric Company. Enlisted in Winnipeg, 10 April 1934 as Apprentice with No.12 (Army Cooperation) Squadron. Reclassified as Aircraft Hand (Rigger), 1 October 1935 and promoted AC1 that date. Promoted LAC, 1 March 1936. He

appears to have left the RCAF for a time but re-enlisted (Active Force), 10 November 1939 with No.112 (Army Cooperation) Squadron in rank of AC2 and trade of Master Mechanic Motor Transport. Reclassified Airframe Mechanic, 10 November 1939. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 1 November 1940. Promoted Sergeant, 15 March 1941. To No.118 (Fighter) Squadron, 23 April 1941. To Rockcliffe, 16 May 1941. To No.123 (Army Cooperation) Squadron, 17 February 1942. Promoted Flight Sergeant, 1 June 1942. To No.121 Squadron, 13 August 1943. Promoted WO2, 1 August 1944. To No.8 Release Centre, 15 August 1945. Retired 21 August 1945. Medal presented 17 May 1945.

This NCO has executed his duties as master mechanic with exceptional ability. He is an outstanding organizer and has fostered a high morale at his unit during trying conditions, which the squadron experienced as a result of two transitions to a different type of aircraft over a short period of time. As a result of his tenacity, perseverance and excellent example to his juniors, the maintenance and servicing of the squadron have been kept at a high standard of efficiency.

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ORDIDGE, WO Headley Herbert (Can 1527) - **Mention in Despatches** - No.64 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 15 November 1906. Home in Ottawa; enlisted there 30 September 1927. Classified as Aero Engine Mechanic as of 1 October 1934; to No.5 (BR) Squadron, 2 November 1934. Held rank of Sergeant by 1 September 1939; promoted Flight Sergeant, 1 October 1940; to No.4 (BR) Squadron, 16 November 1940; promoted WO2, 1 October 1941; promoted WO1, 1 September 1942. Reclassified as Master Mechanic, 1 February 1943. To "Y" Depot, 13 February 1943; to RAF overseas, 9 March 1943; repatriated with No.428 Squadron, 10 June 1945; to Yarmouth, 22 July 1945; to Greenwood, 1 October 1945; remained in interim postwar RCAF, going to Eastern Air Command, 24 March 1946; to Greenwood, 18 April 1946, to "K", 18 June 1946; to No.164 Squadron, 2 July 1946; to Rockcliffe, 1 August 1946; Reclassified Aero engine Mechanic, 1 October 1946; discharged 10 September 1947 in Ottawa.

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ORENDORFF, F/L Orville Louis Francis (J28324) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 19 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 15 May 1924 in Killarney, Ontario; educated at Port Carling Public School (1929-1932), Hornpayne Public School (1932-1936) and Hornpayne Continuation School (1936-1939); also WETP course, April 1942. Home in Coniston, Ontario; fire ranger and CNR carrier's helper. Enlisted in Hamilton, 16 June 1942. To No.1 Manning Depot, 7 July 1942. To No.6 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942 but not posted to No.9 EFTS until 9 January 1943; may have graduated 5 March 1943 but not posted to No.9 SFTS until 19 March 1943; graduated and commissioned, 9 July 1943. To "Y" Depot, 23 July 1943. To

United Kingdom, 2 August 1943. To No.3 (Pilots) AFU, 24 August 1943. Attended No.1531 Beam Approach Training Flight, 22-28 September 1943. To No.24 OTU, 14 December 1943. Promoted Flying Officer, 9 January 1944. To No.61 Base, 10 March 1944. Attached to No.1659 Conversion Unit, 22 March to 6 May 1944. To No.433 Squadron, 5 May 1944. To No.24 OTU, 5 December 1944. Repatriated 8 June 1945. To No.1 Air Command, 20 June 1945. To No.14 SFTS, 31 July 1945. To No.4 Release Centre, 10 September 1945. Retired 26 September 1945. Medal presented 20 August 1949. Living in Coniston, Ontario as of August 1949. Died 10 November 1990 in Toronto.

In August 1944, this officer was the pilot of an aircraft detailed to attack St.Leu d'Esserent. While over the target the aircraft was hit by high explosive shells. The main fuel pipe to the two port engines was severed, whilst some sixty holes were torn in the fuselage and wings by pieces of shrapnel. In spite of this, Flight Lieutenant Orendorff completed his bombing run and course was set for home. By skilful airmanship he flew to a base in England where he effected a safe landing although a tire on one of the landing wheels was punctured. This officer has completed very many sorties and throughout has displayed high qualities of skill, gallantry and resolution.

The original recommendation by W/C G.A. Tambling (15 November 1944) is found in DHist file 181.009 D.2611 (RG.24 Vol.20627). When he had flown 35 sorties (165 hours five minutes), although text says 33 sorties. Sortie list and submission as follows:

6 May 1944 - St. Malo (4.35)
7 May 1944 - Valery en Caux (4.10)
10 May 1944 - Ghent marshalling yards (4.20)
15 May 1944 - Kattegat (5.55)
19 May 1944 - Le Calipon (3.35)
22 May 1944 - Le Mans (4.50)
24 May 1944 - Aachen (5.05)
27 May 1944 - Le Havre (3.45)
31 May 1944 - Au Fevre (4.40)
2 June 1944 - Dunkirk (3.05)
5 June 1944 - Houlgate (5.35)
7 June 1944 - Acheres (4.35)
16 June 1944 - Sautrecourt (4.55)
17 June 1944 - Oisemont au Neuville (4.10)
27 June 1944 - Wizernes (3.50)
28 June 1944 - Metz (7.25)
4 July 1944 - Villeneuve St. George (6.10)
4 July 1944 - Sautrecourt (4.05)
10 July 1944 - Frisians (4.00)

14 July 1944 - Auchenbelch (4.05)
18 July 1944 - Caen (4.25)
18 July 1944 - Wesseling (5.45)
20 July 1944 - Ferme de Forrestel (4.05)
25 July 1944 - Stuttgart (8.20)
5 August 1944 - St. Leu d'Esserent (3.55)
12 August 1944 - Mont Richard (5.10)
14 August 1944 - Bons Tassily (4.25)
16 August 1944 - Kiel (5.25)
18 August 1944 - Connetre (6.25)
24 August 1944 - La Rochelle (6.35)
26 August 1944 - La Rochelle (6.00)
6 October 1944 - Dortmund (6.00)
14 October 1944 - Duisburg (5.45)

On one occasion, namely August 5th, 1944, this officer was detailed to attack the French target of St. Leu d'Esserent. While making his bombing run his aircraft was very heavily hit by flak, which made over sixty holes in the aircraft, severed the main fuel line between the two port engines, and punctured a tyre. Despite heavy damage and terrific loss of petrol, Flight Lieutenant Orendorff completed his mission and by skilful and calculated handling of his aircraft, managed to reach a diversionary base in England, where he executed a masterly landing with a punctured tyre, thereby saving the aircraft from further damage and protecting his crew from possible injuries.

Flight Lieutenant Orendorff has completed 33 sorties over Germany and France and the successful completion of these trips was due in no small measure to the initiative, resourcefulness and skilful airmanship of this officer. For some considerable time he has acted as Deputy Flight Commander of "B" Flight and his outstanding drive and enthusiasm for all operational work plus his exceptional qualities of leadership have proven a great inspiration to all personnel of this squadron.

I consider his fine record of achievement fully merits the immediate award of the Distinguished Flying Cross.

Note: Application for Operational Wing dated 15 December 1944 stated he had flown 34 sorties (170 hours 40 minutes), 5 May to 21 November 1944.

On repatriation form dated 18 May 1945 stated he had flown 34 sorties (170 hours 45 minutes), the last on 21 November 1944; also logged 383 hours five minutes non-operational. Types flown overseas were Oxford (83.15), Whitley (80.10), Halifax II and V (52.45), Halifax III

(221.55) and Wellington X (115.25).

Assessed 13 May 1945 at No.24 OTU - "This officer has undoubted ability as a pilot but does not seem interested in instructing. As a result his time keeping and general discipline have needed constant checking." (W/C H.H.J. Miller).

Training: Course at No.6 ITS was 29 September to 4 December 1942. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas, Armament, written, Aircraft Recognition, Drill, Signals, practical and written, and Meteorology. Scored 745 out of possible 1,000 points; placed 104th in a class of 119. "Keen youngster, self confident. Only fair as a student; could do better if he applied himself. Inclined to act up a little. Shows self-consciousness."

Course at No.12 EFTS was 11 January to 5 March 1943. Tiger Moth aircraft - 8.30 dual to first solo, 27.05 total day dual, 21.45 day solo, 2.00 night dual - 8.15 on instruments, 10.30 in Link. Ground courses in Navigation, Airmanship, Armament written and practical, Aircraft Recognition, Signals, written and practical, and Meteorology. Scored 489 points of a possible 7001,000, placed 22nd in a class of 34. "A good average student. Instrument flying averages. Landings above average from beginning. Airmanship good. Some difficulty with forced landings."

Course at No.9 SFTS was 22 March to 9 July 1943. Anson aircraft - 6.20 dual to first solo, 86.35 day dual, 65.50 day solo, 9.45 night dual, 10.30 night solo. Of these times, 17.45 in formation, 22.15 on instruments. Logged 25 hours in Link. Ground courses in Navigation, Airmanship, Armament, written and practical, Aircraft Recognition, Signals, written. Scored 580 out of possible 750 points. Placed 23rd in a class of 53. "An average pilot. Airmanship poor. Capable instrument pilot."

Course at No.24 OTU was 31 December 1943 to 22 February 1944. Whitley aircraft - 2.15 dual to first day solo, total 13.05 day dual, 23.25 day solo, 2.45 night dual to first night solo, 8.35 total night dual. 34.55 night solo. Was 15.15 on instruments and 13.35 in Link/

Flying Test Grades in General Flying (310/400), Applied Flying (170/200), Instrument Flying (200/250). Night Flying (80/100), Link (35/50). Ground courses in Airmanship (198/300) Navigation (65/100). "An ex-AFU pilot who has taken an above average interest in his OTU course. Found no difficulty in converting to Whitley aircraft, and will soon convert on to four engine aircraft. Good captain with full control over his crew. He has completed four day and five night cross countries including one Bullseye and one Nickel. Five fighter affiliation exercises, one of which was by night."

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ORMEROD, F/L Albert (J10322) - **Mention in Despatches** - No.422 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944.

Born 19 March 1920. Home in Winnipeg; enlisted there 4 April 1941. To No.2 Manning Depot, date uncertain. To No.7 Equipment Depot, 20 June 1941. To No.4 ITS, 13 July 1941; graduated and promoted LAC, 30 August 1941 when posted to No.3 AOS; graduated 6 December 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 17 January 1942 when posted to No.1 ANS; graduated and commissioned, 23 February 1942. To "Y" Depot, 16 March 1942. To RAF overseas, 24 March 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 7 July 1943. Repatriated 19 August 1944. To No.1 GRS, 23 September 1944. To No.1 Radio and Navigation School, 4 February 1945. To No.5 Release Centre, 9 August 1945. Retired 10 August 1945. A report dated 6 June 1944 in DHH file 181.009 D.506 (National Library and Archives RG.24 Volume 20592) states he had completed his first operational tour with 733 hours. Recommended for pilot training.

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ORMSTON, P/O Ian Campbell (J5028) - **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 in Montreal, 27 June 1921 (obituary notice); home there; enlisted there 16 August 1940. To Trenton, 31 August 1940. Promoted LAC, 10 December 1940 when posted to No.11 EFTS; to No.2 SFTS, 28 January 1941; graduated and commissioned, 10 April 1941; To Embarkation Depot, 21 April 1941. To RAF overseas, 19 May 1941. Promoted Flying Officer, 11 April 1942; promoted Flight Lieutenant, 13 July 1942; repatriated via Rockcliffe, 26 July 1942; to No.1 OTU, Bagotville, 18 August 1942; to "Y" Depot, 15 April 1943; to RAF overseas, 8 May 1943. Medal presented at Buckingham Palace 29 June 1943; on being presented DFC by George VI, it was reported, "Ian often commented that the King was not an easy man to make conversation with." Promoted Squadron Leader, 26 September 1943 when appointed Commanding Officer, No.411 Squadron, one of the youngest Squadron Commanders in the RCAF. Injured in flying accident, 22 December 1943; repatriated 29 January 1944 in a body cast. His obituary notice stated that he had flown more than 200 sorties over the English Channel and crashed there once. "One of his 'boys' hovered in the air above him though, so he knew he would be rescued." To Western Air Command, 31 May 1944; commanded No.133 Squadron in Canada, 9 June 1944 until 21 August 1944; then posted to Station Patricia Bay; released 9 April 1945. Appointed Honourary Colonel, No.411 Squadron, March 1986. Postwar he married Marguerite Lang. They moved a few times before settling in Kitchener, Ontario, where he eventually started a successful company called Inter-City Welding Supplies. He had a lifelong passion for horses that endured until his dying day. On his deathbed he said: "What a beautiful day for a horse race." Died in Montreal 23 December 2010. RCAF photo PL-22165 (ex UK-5819 dated 1 November 1943) shows S/L Ian Ormston with Alsatian "Flight" and S/L George Keefer with Alsatian "Rommel". PL-22167 (ex UK-5821 dated 1 November 1943) shows S/L G.C. Keefer with Alsatian "Rommel", F/L Doug Matheson of Edmonton with Alsatian "Duke" and S/L Ian Ormston with Alsatian "Flight". Photo RE-74-421 shows him with Neal and Blakeslee. Aerial victories, all with No.401 Squadron, as follows: **22 November 1941**, one Bf.109E destroyed ten miles south of Marck (Spitfire AA926); **12 February 1942**, one Bf.109E destroyed eight miles off

Calais plus one Bf.109F destroyed, Calais-Dunkirk, shared with two other pilots (Spitfire AA926); **29 March 1942**, one FW.190 probably destroyed, ten miles off Dover (Spitfire AA926); **1 May 1942**, one FW.190 damaged, 35 miles southwest of Shoreham (Spitfire BM373); **19 July 1943**, one FW.190 probably destroyed five miles south of Dunkirk (Spitfire BM627).

This officer has completed many sweeps, convoy patrols and other sorties. He has destroyed three enemy aircraft, probably destroyed one and assisted in the destruction of another. He has displayed exceptional keenness to engage the enemy.

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ORNDORF, Sergeant William Ridgely (R96343) - **Mention in Despatches** - No.419 Squadron - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. American (student), home in Ithaca, New York. Born 4 August 1921. Enlisted in Ottawa, 3 June 1941. To No.5 ITS, 20 August 1941. Graduated and promoted LAC, 29 August 1941. Posted to uncertain unit, 2 September 1941; to No.8 BGS, 11 October 1941; graduated and promoted Sergeant, 8 November 1941. To "Y" Depot, 9 November 1941; to RAF overseas, 6 December 1941. Dates of promotions unclear but he had attained rank of Warrant Officer by 18 May 1943. Shot down 29 July 1942 and evaded; see reports below. Repatriated to Canada, date uncertain; to Mountain View, 7 April 1943. Discharged 6 September 1943. No citation in Canadian sources; Public Records Office Air 2/5684 has recommendation and unit.

The above airman was a member of the crew of an aircraft which was shot down over Belgium on 29th July 1942 while on the way to attack Saarbrücken. After an unsuccessful search for the rest of his crew he made his way past enemy patrols from the scene of the crash and walked for several days until compelled to go into hiding.

It was not until he had experienced several narrow escapes from search parties that he succeeded in obtaining help finally to make his way into France, when he journeyed to Spain. He was repatriated from Gibraltar on 13th September 1942.

NOTE: Public Record Office WO 208/3310 has MI.9 evasion report based on interview of 15 September 1943.

On 29 July we left to bomb Saarbrücken. We were intercepted by a fighter and shot down over Belgium. The aircraft crashed with a full bomb load and exploded. The rest of the crew were: Warrant Officer Moore (pilot), Sergeant Macaulay (air gunner), Sergeant Aronson (front gunner), Sergeant Coffey (observer). I have no knowledge what happened to the rest of the crew.
[Transcriber's Note: Flight Sergeant K.J. Aronson, Flight Sergeant D.A. Macaulay

and Warrant Officer N.M. Moore are known to have been killed]

I baled out and landed between Soy and Mohiville, south of Namur. For a time I ran about looking for the rest of the crew, but as I found no sign of them I hid my parachute under a haystack and opened my escape equipment. At the time I had no idea where I was but shortly afterwards I saw a sign indicating the road to Pessoux. I gathered from this that I was probably in Belgium. I walked on till I reached an isolated farm near Sinsin. At about 0600 hours I saw a girl about 16 years old taking the cows in. I asked her for some milk and told her I was British. She told me I need have nothing to fear from Belgians, and brought her father who, however, proved unwilling to help, though he did give me some food. I remembered being told in a lecture by Sergeant James that he had been helped by priests, so I asked for the nearest cure. The man gave me the name of the cure at Sinsin and took me part of the way to that village. I rather suspected him of being a Rexist, so when he left me I thought it would be safer not to go to Sinsin and turned off along the road to Marche. As I was approaching this town I met a young Belgian on a bicycle. As he was wearing Belgian army trousers and boots, I thought it would be safe to speak to him. He immediately recognised that I was not French by my accent. I, therefore, told him who I was, and he took me into the wood, telling me to stay there while he fetched clothes and food. He said he would return with help. After some time he returned with a car and two other men. They took me to a little farm about half a mile away, where I stayed for nine days. Here I was given clothes, and on 8 August one of the men and the boy's uncle came and took me to Marloie, where we caught a train for Brussels. In Brussels I was put in contact with an organisation which helped me back to this country.

Public Record Office Air 40/258 had report drafted 19 September 1942 with more details of his escape from Wellington X3275 on 29 July 1942. It consistently spelled his name as "Orndorff" (corrected in this transcription):.

At 2330 hours on 29 July 1942 this aircraft left Mildenhall to bomb Saarbrücken.

The crew had done five operations in the previous six nights, from one of which the very popular Commanding Officer [Fulton] had failed to return, and they were anything but enthusiastic at having to go on yet another operation.

At about 13,000 to 14,000 feet somewhere just north of Charleroi the aircraft was attacked from slightly below on the port beam by a Junkers 88 which came to within about 50 feet. The night fighter attacked from the moon side, and it still surprises Sergeant Orndorf that the Wellington was seen from that side. He was keeping a careful lookout on the other side.

With the first burst the fuselage and the navigator's cabin were riddled, the accumulators damaged and the rear gun turret could no longer be turned. The starboard wing and engine caught fire and the plane went into a spin from which it never recovered.

Sergeant Orndorf claims to have hit the Junkers 88 with about 200 rounds, and is practically certain that it was destroyed, this claim being substantiated by some Belgians whom he met later.

He thinks he was the only one to bale out, which he did at about 500 feet after great difficulty in getting out of the turret and landed about 20 miles southeast of Namur.

When interviewed, Sergeant Orndorf was in an extremely nervous state, and could not help feeling personally responsible for the death of the rest of the crew as he had not seen the night fighter in time. He was at times incoherent in speech and hardly seemed to know what he was saying, his one desire being "to take a room in a cottage in Cornwall and sleep for a month."

* * * * *

ORR, F/L James Donald (J6668) - **Mention in Despatches** - No.116 Squadron (Canada) - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 12 December 1920. Home in Winnipeg; enlisted there 4 November 1940. To No.4 Training Command, 9 December 1940. To No.2 ITS, 27 January 1941; graduated and promoted LAC, 28 March 1941 when posted to No.16 EFTS; graduated 15 May 1941 when posted to No.34 SFTS; graduated and promoted Sergeant, 8 August 1941; commissioned 9 August 1941. Posted that date to Trenton. To No.31 GRS, 22 August 1941; promoted Flying Officer, 1 August 1942; to No.1 GRS, 15 September 1942; to No.3 OTU, 6 November 1942. To No.116 (BR) Squadron, 9 March 1943. To No.3 Training Command, 31 August 1943. Returned to No.116 (BR) Squadron, 4 October 1943. Promoted Flight Lieutenant, 1 November 1943. To Summerside, 15 June 1944. To No.162 (BR) Squadron, 29 June 1944; to Moncton, 13 March 1945. To Release Centre, 20 September 1945. Retired 22 September 1945. Recommended 18 July 1944 by G/C A.J. Hanchet-Taylor (Goose Bay) when Orr had been posted to No.162 Squadron (DHist file 181.009 D3060, RG.24 Vol.20635).

An able and conscientious captain of aircraft, this officer's work has at all times been of the highest order. The morale and efficiency of the detachment under his command has reached a very high standard.

* * * * *

ORR, F/L James Douglas (J10391) - **Distinguished Flying Cross** - No.403 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. Born 6 October 1916 in Elm Creek, Manitoba; home in Vancouver; enlisted in Winnipeg 18 April 1940. To No.1 ITS, 29 April 1940; graduated and promoted LAC, 24 May 1940; had been posted 23 May 1940 to Winnipeg Flying Club; graduated 19 July 1940 when posted to No.1 SFTS; graduated and promoted Sergeant, 6 November 1940 although he was also noted as being posted to Trenton on 4 November 1940. Promoted WO2, 1 December 1941. Served with No.111 Squadron in Canada and Aleutian campaign, 17 December 1941 to 8 April 1943. Commissioned 1 March 1942. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 8 April 1943. Posted to Britain, 8 May 1943. Promoted Flight Lieutenant, 21 January 1945. Repatriated to Canada, 23 July 1945; released 17 October 1945. Medal presented in Vancouver, 22 October 1949. Died in Sechelt, British Columbia, 24 December 2000 as per **Legion Magazine** of March 2001. Credited with the following victories: **15 May 1944**, one FW.190 destroyed (shared with three other pilots); **26 June 1944**, one Bf.109 destroyed plus one Bf.109 damaged, Lisieux (Spitfire ML411); **30 June 1944**, one Bf.109 destroyed, Bayeux area (Spitfire MJ570); **5 July 1944**, one FW.190 damaged, 12 miles south of Lisieux (Spitfire ML318); **28 August 1944**, one FW.190 destroyed, southeast of Amiens (Spitfire ML262). RCAF photo PL-28564 (ex UK-8470 dated 3 April 1944) shows him on wing of his Spitfire.

This officer has completed many sorties during which he has either destroyed or damaged more than 100 enemy vehicles. In addition he has destroyed three enemy aircraft and damaged two others. He has proved himself a keen and efficient pilot whose leadership and fine fighting spirit have won the admiration of his squadron.

RCAF Press Release No. 8206 dated 12 January 1945 from S/L Vic Baker reads:

WITH RCAF IN BRITAIN: -Top scoring enemy transport destroyer for the RCAF Wolf Squadron in the Tactical Air Force, Flight Lieutenant James D. Orr, DFC., of Vancouver, B.C. (4089 Osler Avenue) is coming home for a much needed rest.

The short, active, Spitfire fighter pilot has destroyed 100 German vehicles, damaged 20, blew up six trains, destroyed three and a half enemy aircraft in the air and damaged two others. In his two years of operations overseas, he has completed 187 sorties and has almost 2000 hours of flying to his credit.

"We were just scavengers flying cannon-firing and machine gunning Spits", said the Wolf Squadron Flight Commander now at an RCAF repatriation depot in Britain. "During the Caen-Falaise Gap days, I used to destroy an average of a dozen German vehicles each day."

"We go after thin-skinned transports such as three-ton trucks in convoy, staff

cars, dispatch riders on the highways, tanks occasionally, half-track troop-carriers, infantry, wherever we can locate them and such targets”, added Orr. One experience Orr will never forget is when his oxygen supply failed and he fainted when flying his fighter aircraft at 25,000 feet on patrol. “I spun down to 3,000 feet before I regained consciousness and was able to gain control of the plane,” he recounted. It was only his fifth trip and he felt quite “clueless”. Most interesting experience was dive-bombing V-Bomb sites in fast-flying Spitfires. With a 500-pound armor-piercing bomb hung on to the belly of the plane, they would locate the rocket and buzz-bomb sites and then bomb and gun them.

Born at Elm Creek, 45 miles West of Winnipeg, Orr was a lineman with the Manitoba Power Commission and hopes to return to his old job on discharge from the service.

RCAF Press Release No.: 10724 dated 11 July 1945 (by an officer named “MacPherson”) read as follows:

With the RCAF at “R” Depot – Torquay ----With three and a quarter enemy aircraft destroyed and two damaged to his credit, Vancouver’s own fighter ace, F/L J. Douglas Orr, DFC (4089 Osler Avenue), top-flight Spitfire pilot, is on his way home after more than five years’ service with the RCAF.

In addition to the aircraft destroyed and damaged, Orr’s log book lists 100 German ground transport destroyed and damaged, and 41 damaged in 307 operational flying hours, constituting 196 sorties over enemy territory.

Orr’s killing spree started in mid-July 1944 when single handed he tackled eight Messerschmit 109s near Liseaux, France.

He and another member of his squadron were flying on an armed reconnaissance patrol at about 4000 feet when they spotted 15 Me 109s just before they disappeared behind a cloud.

The other member of Orr’s squadron dived beneath the cloud and Orr climbed through the mist to the clear sky above where he discovered eight of the enemy fighters and Orr put his Spitfire into a tight turn as he singled out his victim.

As the enemy aircraft swam into the gunsight, Orr gave him a one-second burst from his machine guns and cannon and saw the cockpit of the German enveloped in a ball of flame as the Me 109 plunged to the ground and blew up.

By this time the other enemy aircraft were circling in a vain effort to get on Orr’s

tail. The 28-year-old Vancouver pilot caught another German in his sights and opened up with his guns. The camera in Orr's aircraft later disclosed a total of 12 strikes on the enemy fuselage and wings, but the German disappeared, with the balance of the Me 109s who hugged the deck on their race to the safety of their own airfields.

Toward the end of July, 1944, Orr and another member of his RCAF Wolf Squadron were returning from a patrol in the Cherbourg area when they spotted 15 Me 109s 3000 feet above them in the twilight sky.

The two Canadians had only 12 gallons of gasoline left in their tanks and their orders were to refrain from combat and get back to base.

"But it was too good a chance to miss", grinned Orr. "We climbed through the cloud and found the enemy on our starboard when he broke out in the clear sky above. They didn't see us until we were right on top of them."

"By that time we had singled out the last two kites of the formation. I closed to 100 yards and gave my target a one-second burst. He disintegrated in the air. Meanwhile, the other Germans went down to the deck followed by my No.2. He didn't catch them and we got back to base with only four gallons of gas in the tank."

Orr's third kill was near the Amiens airfield on August 28, 1944. He was leading his Wolf Squadron of 12 Spitfires when he spotted a Focke-Wulf 190 preparing to land.

"I left the rest of the squadron upstairs at 6000 feet and went down after the German. He was only 50 feet off the deck by the time I had closed to 50 yards. I gave him a two-second burst and he dived into the deck", recalled Orr.

By this time, anti-aircraft gunners protecting the enemy airfield were on the job and poured up an intense flak barrage as Orr skimmed along just above the ground, strafing hangars and ground installations.

It was early in May, 1944, when Orr and four other members of the squadron spotted a German fighter landing on an airfield at Lille, France. Down came the Spits and the German blew up under the raking fire of machine guns and cannon.

Orr had another tangle with German fighters near Argentan, France, in July 1944, and only lack of ammunition prevented him increasing his imposing score of kills. He was returning to base after attacks on ground targets when he bumped into

12 FW 190s. He closed to 150 yards on one of the enemy's fuselage, before he prudently headed for home.

Between tangles with German fighters, Orr's armed reconnaissance patrols had netted him an imposing bag of "thin-skinned" mechanical transport.

For a Christmas present Orr was awarded the Distinguished Flying Cross.

However, it was not a one-sided war for the Vancouver pilot. Flak smashed up his aircraft on five successive sorties, in one of which his instruments, elevators and radiator were shot up. He barely landed before his overheated engine seized up.

Orr, who had been a lineman with the Manitoba Power Commission for six years before he joined the RCAF in March, 1940, flew Kittyhawks on patrol and convoy escort in the Aleutians before he was posted overseas in May, 1943. One of his major duties was the protection of Dutch Harbor, Alaska, which had been bombed by Jap aircraft a short time before he landed in the far north.

On D-Day with the members of his Canadian Spitfire squadron of Second Tactical Air Force, he was on patrol over the beachhead in Normandy, strafing enemy gun positions and softening up the enemy for the armies which were wading ashore.

Ten days after the landings his squadron moved to an airstrip in Normandy. From that time onward Orr and the members of the Wolf squadron were flying close support to the British Second Army and moved their base right up into Holland.

During the last months of his tour of duty overseas, Orr was passing on to the fledgling fighter pilots his great store of knowledge at a training centre.

Orr is married and his wife is living in Vancouver, British Columbia.

* * * * *

ORR, F/L Russell William (J9930) - **Distinguished Flying Cross** - No.411 Squadron - Award effective 5 September 1944 as per **London Gazette** of that date and AFRO 2373/44 dated 3 November 1944. Born in Toronto, 16 May 1916; home there; enlisted there 1 May 1941. Served in Army for one year. Enlisted in Toronto, 1 May 1941; to Trenton, 9 June 1941; to No.1 ITS, 15 July 1941; graduated and promoted LAC, 20 August 1941 when posted to No.10 EFTS; may have graduated 7 October 1941 but not posted to No.1 SFTS until 10 October 1941; graduated and commissioned 22 January 1942). To "Y" Depot, 23 January 1942; to RAF

overseas, 23 February 1942; promoted Flying Officer, 1 January 1943; promoted Flight Lieutenant, 21 December 1943; repatriated 18 November 1944; to No.1 Training Command, 4 January 1945; to No.1 Composite Training School, 14 March 1945; to No.1 ITS, 15 March 1945; to No.1 SFTS, 28 May 1945; to No.16 SFTS, 3 July 1945; released 6 October 1945. Medal sent to Department of External Affairs, 4 August 1955 as he was living in United States. Died in Niagara Falls, Ontario, 2 March 2007. Credited with the following victories: **4 January 1944**, one FW.190 damaged; **6 January 1944**, one FW.190 destroyed; **7 May 1944**, two FW.190s destroyed. RCAF photo PL-28257 (ex UK-8586 dated 21 March 1944) shows him.

This officer has proved himself to be a highly efficient flight commander. He has taken part in very many sorties and has attacked his targets determinedly and efficiently. On many occasions he has led the squadron and his ability has played a good part in the successes obtained.

* * * * *

ORR, W/C Walter Alyn (C146) - **Officer, Order of the British Empire** - Eastern Air Command - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Born at Daysland, Alberta, 5 September 1910. Educated at Wetaskiwin and University of Alberta (Electrical Engineering). Appointed Provisional Pilot Officer, 8 June 1931 to 31 August 1931 (first year of pilot training). Granted temporary commission as Provisional Pilot Officer, 3 October 1932 to 31 May 1933 while completing pilot course. Entitled to wear pilots wing, 23 May 1933. Also awarded DeHavilland Challenge Trophy and Camp Borden Sword of Honour, 1933. Attended School of Army Cooperation, Camp Borden, 1 August to 30 November 1933. Transferred from Camp Borden to Trenton, 31 March 1934. Transferred to courses abroad, 10 April 1936. On command to Electrical and Wireless School, Cranwell until 15 August 1937, completing Specialist Signals Course as of 25 June 1937. Promoted Flight Lieutenant, 1 April 1937. Promoted Squadron Leader, 1 April 1939. Transferred from Trenton to Courses Abroad, 23 June 1939; returned to Canada 8 September 1939. To Eastern Air Command, 19 October 1939. Promoted Wing Commander, 1 March 1941. Spent eight weeks in 1941 in United Kingdom and brought back complete information on Coastal Command signals organization and equipment. Promoted Group Captain, 1 May 1943 on appointment as Commanding Officer, Gaspe. To Eastern Air Command Headquarters again, 31 October 1943. To United Kingdom, 26 July 1945. Promoted Air Commodore, 15 August 1945. To AFHQ, 30 August 1945. Retained Air Commodore rank in postwar RCAF. To No.1 PTU, Halifax, 21 December 1946. To Overseas Headquarters, 23 December 1946. In Britain he attended Imperial Defence College. To AFHQ, 19 December 1947 and appointed Deputy Air Member for Air Plans. In September 1951 appointed Chief of Telecommunications, at AFHQ. Appointed Commander, No.12 Air Defence Group, 10 January 1953; this became No.5 Air Division (Vancouver), 1 September 1955. To Staff College, Toronto, 29 August 1956. To AFHQ, 4 July 1960 as Air Member for Personnel. Promoted Air Vice-Marshal, 3 July 1960. Retired 4 March 1965. Medal presented 3 April 1944. Awarded Queen's Coronation Medal, 23 October 1953

when he was an Air Commodore, No.12 Air Defence Group. Died in Vancouver, 10 March 1980 as per British Columbia Vital Statistics. The following citation was found in Governor General's Records, RG.7 Group 26, File 190-I (1943 dossier).

Since the commencement of hostilities Wing Commander Orr has been employed as Command Signals Officer and is responsible for the communications systems throughout this Command. This officer has always performed his duties in an exceptionally commendable manner and only through his ability and intelligent direction have almost unsurmountable difficulties been overcome and vital communications maintained. The devotion to duty and cheerful manner displayed by this officer have been a marked example to all ranks.

First recommended for OBE, 18 February 1942 by A/V/M N.R. Anderson, as follows:

As Command Signals Officer since October 1939, Wing Commander Orr has been responsible for the organization of a very effective and vital chain of communications, W/T, Teletype and telephone, within the Command. Has rendered service and devotion to duty in signals work.

Next recommended 29 October 1942 by G/C Costello, SASO, Eastern Air Command:

This officer joined the Canadian Officers Training Corps and started his career with the Air Force in 1931. As a B.A.S.C. Electrical Engineer he specialized in Signals. Since the commencement of hostilities he has been Command Signals Officer responsible for the communications throughout the extent of Eastern Air Command. His task has presented almost unsurmountable difficulties, yet his skill and direction and devotion to duty has been responsible for the maintenance and development of these vital communications.

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

Further recommendation raised 25 February 1943 by A/V/M G.O. Johnson, for service as Senior Signals Officer, Eastern Air Command, as follows:

This officer has served with the RCAF since 1931. Since the commencement of hostilities he has been Command Signals Officer responsible for the communications throughout the extent of Eastern Air Command. His task has presented almost unsurmountable difficulties, yet his skill and direction and devotion to duty has been responsible for the maintenance and development of these vital communications.

Approved at AFHQ, 6 April 1943.

ORR, A/C Walter Alyn (C146) - **Mention in Despatches** - Eastern Air Command Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945.

Air Commodore Orr is an officer of outstanding merit and ability. At all times he has performed his work with initiative and resourcefulness. His devotion to duty, sound judgement and great energy have been an inspiration to all throughout this command.

ORR, A/C Walter Alyn (C146) - **Commander, Order of the British Empire** - AFHQ - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Following citation was found in Governor General's Records, RG.7 Group 26, Vol.60, File 190-I (dossier 9).

Air Commodore Orr served during the first years of the war as Command Signals Officer at Halifax at a time when the planning and early development of a network of landlines, radio communication and radar stations was in progress. His foresight and sound practical knowledge contributed greatly to the successful completion of this modern and efficient communication system. His outstanding administrative ability was apparent and he was appointed Chief Staff Officer at Eastern Air Command Headquarters in 1943, where he served with distinction until the end of the war in Europe. He was appointed to a responsible position on the Headquarters of the Air Force formation preparing for operations against Japan. Since the end of hostilities, he has been engaged on the preparation of plans for the postwar Air Force. His willingness to tackle any problem coupled with a strong sense of responsibility, good judgement and genial personality have made him a most valuable officer.

Recommendation first raised 10 February 1945 by Air Marshal G.O. Johnson when he was Chief Staff Officer, Eastern Air Command, as follows:

Air Commodore Orr was appointed Officer of the Order of the British Empire in the Birthday List 1943 for his work as Chief Signals Officer, Eastern Air Command. Since that time his sphere of activity has been extended in successive appointments as Commanding Officer of an operational base, SASO of the Command, and presently as Chief Staff Officer in Eastern Air Command.

He is an officer of outstanding merit, who by his energy, devotion to duty and sound judgement has been an inspiration to others throughout the Command.

It is recommended that he be promoted from Officer to Commander of the Order of the British Empire.

This did not meet the Priority List for Birthday Honours 1945.

Selected Assessments: "Flying Officer Orr is a very keen, intelligent and enthusiastic officer. His prospects in the service should be good. Further following particulars are tabulated hereunder for ease of reference: Reliability - entirely reliable. Initiative - has good initiative. Habits - quiet, moderate and good. Appearance - smart and alert. Dress - neat. Attentiveness to social etiquette - prompt. Loyalty to senior officers. - very loyal." (W/C L.S. Breadner, 3 December 1934). He was then a pilot in the Army Cooperation Flight at Trenton. Had flown 127 hours 35 minutes as pilot to 1 December 1934 plus 50 hours 55 minutes as passenger. Types flown were Atlas, Courier, Avro 621, DH.60, DH.80, Fleet, Siskin and Atlas.

"Arriving on the course well grounded in Electrical subjects, he has maintained a high standard of effort throughout, and has attained a high standard of technical ability. He is alert and has initiative, and should prove a very capable signals officer." (W/C J.R. Cassidy, Chief Instructor, RAF Electrical and Wireless School, 28 June 1937). Noted elsewhere he had flown a total of 482 hours, 22 in last year.

"This officer was employed at the Officer Commanding the Wireless School at this station [Trenton] and also in overseeing all Station wireless activities. He is very energetic and took a keen interest in his duties. He displays a keen interest in all personnel under his training and possessed the faculty of getting the most out of his airmen yet retaining their respect. Flight Lieutenant Orr is careful and exact about his appearance and is very reliable. I consider he has a very high standard of knowledge of Electricity and Wireless and was a good disciplinarian. An excellent regimental officer." (G/C C.M. McEwen, Station Trenton, 5 October 1939)

"Squadron Leader Orr is employed as Command Signals Officer and in this capacity he has had responsibility for all flows of communication within the Command. He has carried out in a very satisfactory way, displaying initiative, zeal and tact at all times. He has a high degree of professional knowledge. Owing to establishment of new air bases, organization of new units, or re-equipment of old, and many changes in unit or station signals personnel, Squadron Leader Orr has had a very heavy burden of work to do. Of a quiet personality, he has been a good example to his juniors." (G/C, name illegible, SASO, Eastern Air Command, 15 December 1940).

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ORSER, F/L Stuart Thomas (J25820) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 19 December 1919 at Long Branch, Ontario; home in Ottawa (X-ray technician). Canadian Army Basic Training, 20 March to 20 May 1941 (North Bay and Camp

Borden). Enlisted Toronto for General Duties, 26 July 1941 and posted to No.1 Manning Depot. To No.11 SFTS, 2 August 1941. Promoted AC1, 26 October 1941. Promoted LAC, 26 January 1942. Promoted Acting Corporal, 1 April 1942. Remustered to aircrew and posted to No.2 ITS, 1 August 1942; graduated 24 September 1942 when posted to No.15 EFTS; may have graduated 18 December 1942 but not posted to No.11 SFTS until 9 January 1943; graduated and commissioned 30 April 1943. To "Y" Depot, 14 May 1943; to RAF overseas, 22 June 1943. Disembarked in Britain, 2 July 1943. Hospitalized for several months. Promoted Flying Officer, 30 October 1943. To No.14 (Pilots) AFU, 16 November 1943. To No.19 OTU, 23 February 1944. To No.41 Base, 18 May 1944. To No.76 Squadron, 13 July 1944. Promoted Flight Lieutenant, 1 October 1944. Repatriated 23 April 1945. Retired 16 June 1945. Medal presented 29 May 1947. Rejoined RCAF in Vancouver, 7 December 1948 (12984). To No.123 Search and Rescue Flight, 17 December 1948. To No.414 (Photo) Squadron, 18 January 1949. To No.123 Search and Rescue Flight, Sea Island, 1 November 1950. To No.121 Composite Flight, Sea Island, 28 December 1950. Promoted Flight Lieutenant, 1 January 1952. To Air Defence Command, St. Hubert, 10 February 1953. To Station Portage La Prairie, 10 March 1956. To No.1 (Fighter) OTU, Chatham, 13 July 1956. To Air Defence Command Headquarters, 24 July 1956. To Station Chatham, 26 August 1956 for duty with No.1 (Fighter) OTU. To No.2 (Fighter) Wing, 10 February 1957 (No.421 Squadron). **Flight Comment**, May/June 1958, awarded a "Good Show" to him for getting a Sabre down in marginal weather after a flame-out. To No.111 Composite Unit, Winnipeg, 22 June 1961. In January/February 1963, at Winnipeg, he was appointed Searchmaster in the search for missing aircraft CF-BHW (Transair Norseman, Stewart Wilson). To Air Navigation School, Winnipeg, 13 January 1964. Retired 25 December 1964. Died in Princeton, British Columbia, 24 July 1978 as per British Columbia Vital Statistics. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". Public Records Office Air 2/9082 has recommendation dated 18 March 1945 when he had flown 38 sorties (199 operational hours), 25 July 1944 to 15 March 1945.

25 July 1944 - Foret du Croc (3.45)
7 August 1944 - TOTALIZE III (4.20)
9 August 1944 - Foret de Mormal (3.55)
12 August 1944 - Russelsheim (5.45)
14 August 1944 - TRACTABLE III (3.55)
17 August 1944 - Brest (4.55)
27 August 1944 - Hamburg (4.10)
1 September 1944 - La Pourchante (3.35)
17 September 1944 - Boulogne (3.05)
20 September 1944 - Calais (3.40)
25 September 1944 - Calais (3.25)
26 September 1944 - Calais (3.45)
6 October 1944 - Scholven (4.35)
9 October 1944 - Bochum (5.10)
14 October 1944 - Duisburg (4.45)

14 October 1944 - Duisburg (5.00)
23 October 1944 - Essen (6.10)
25 October 1944 - Essen (5.05)
16 November 1944 - Julich (4.30)
18 November 1944 - Munster (4.55)
29 November 1944 - Essen (5.20)
2 December 1944 - Hagen (6.35)
2 January 1945 - Ludwigshaven (6.50)
6 January 1945 - Hannau (6.50)
14 January 1945 - Saarbrucken (6.15)
28 January 1945 - Stuttgart (7.10)
4 February 1945 - Bonn (5.50)
17 February 1945 - Wesel (5.00)
21 February 1945 - Worms (6.45)
23 February 1945 - Essen (5.20)
2 March 1945 - Cologne (5.10)
3 March 1945 - Kamen (6.10)
5 March 1945 - Chemnitz (8.25)
8 March 1945 - Hamburg (5.55)
11 March 1945 - Essen (5.35)
12 March 1945 - Dortmund (5.50)
13 March 1945 - Barmen (5.40)
15 March 1945 - Hagen (6.05)

Flight Lieutenant Orser has completed a tour of 38 operations against Germany and enemy occupied territory. He has at all times displayed high qualities of skill and courage throughout. His determination to complete his missions successfully has won great praise. He is an excellent captain whose example has greatly inspired his crew. He is recommended for the Distinguished Flying Cross.

Notes: Incident, 1840 hours, 6 January 1945, Halifax NA205 "J". Crew were J25820 F/L S.T. Orser (captain), R160434 Flight Sergeant K. Honan (air bomber), J92537 P/O G. Griffith (navigator), 1678817 Flight Sergeant F.C. Withers (WOP/Air), R215099 Sergeant J.E. Bath (mid-upper gunner), R210244 Flight Sergeant J.H. Boddis (rear gunner) and 1802552 Sergeant A.H. Gurr (flight engineer). "Over the target area, after dropping bombs and closing the bomb doors, an aircraft flying at right angles to the stream dropped incendiaries and bombs from above. An incendiary lodged in the fuselage beneath the oxygen bottles and started the fire, A 2,000-lb bomb went through the starboard aileron. The fire was extinguished after ten minutes. Rudder control and elevator trim became noticeably stiffer but aircraft remained controllable. Returned to base." Category AC (for repair by contractor working party. "The pilot showed good judgement and captaincy."

Incident, 6 March 1945, 0125 hours, Halifax ME405 "N" - same crew as above. "On the night of March 5th, 1945, I landed at Odiham in M.P. 'N' I bounced slightly. In was running slightly fast to make the sharp turn on to the perimeter track. I bogged just off the particular track and clear of runway. I left all my external lights on. The tail section and tail turret of my aircraft were badly damaged. I landed at 0121 hours,," Deemed an error of judgement by an experienced captain landing at a strange airfield and running too fast. Category AC.

On repatriation form dated 19 April 1945 he stated he had flown 38 sorties (198 hours 15 minutes), the last on 15 March 1945. Had also flown 265.35 non-operational. Types flown were Oxford (91.45), Whitley (85.45), Halifax II (44.45) and Halifax III (241.35).

Incident, 7 November 1952, 1430 hours, Station Comox, Dakota KK143 - F/O N.C. Miller (co-pilot), LAC A.J. Walker (crewman), AC1 D.J. Kyle (freight assistant). Scheduled flight, Comox to Vancouver. During stop at Comox, he left aircraft to arrange unloading of cargo. On return to aircraft he failed to check the controls, not noting that rudder had been chocked, restricting freedom of action. Began a take-off run but swerved off runway where he braked it to a full stop. He was charged with negligence, tried in 1 December 1952 and sentenced to a reprimand.

As of 31 December 1955 he listed aircraft flown as follows: Tiger Moth (70.40), Crane (152.45), Anson (6.00), Oxford (101.15), Whitley (85.45), Halifax II and III (265.20), Luscombe 8E (3.30), Norseman (1.30), Expeditor (240.20), Dakota (1,286.35), Lancaster (19.30) and Harvard (45.40).

Training: Course at No.2 ITS was 1 August to 25 September 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 824 out of possible 1000 points. Placed 21st in a class of 127. "He is a remustered from General Duties. He is a quiet, sincere type. He has proven himself excellent aircrew material. He took charge of Barrack Room and did an excellent job. He is co-operative at all times and even willing to lend a helping hand. He is sincere about being aircrew and in consequence will not shirk his studies or hard work. He should make excellent commission material on completion of the course."

Course at No.15 EFTS was 26 October to 18 December 1942. Tiger Moth aircraft - 29.20 day dual (8.45 dual to first solo), 31.50 day solo, 3.00 night dual, 1.00 night solo). Of this, 7.45 on instruments. Ground courses in Navigation, Airmanship, Armament (written), Aircraft Recognition and Signals. Scored 497 out of 700 points. Placed 17th in a class of 35. "An average student. A good worker and tries very hard. Very neat in his appearance. Average student but due to bad weather has not had much practice on acrobatics. Link: 70."

Course at No.11 SFTS was 11 January 1943 to 30 April 1943. Aircraft was Cessna Crane - 75.45 day dual (6.15 dual to first solo), 63.00 day solo, 10.00 night dual, 10.00 night solo. Flew 8.15 in formation and 26.00 on instruments. Logged 25 hours in Link. Ground courses in Navigation,

Airmanship, Armament (written and practical), Signals (written and practical), and Meteorology. Scored 616 points out of possible 750. Placed 13th in a class of 50. "An average pilot, slightly rough on controls, but should smooth out with more experience. His attitude and willingness to work have been above reproach. Slightly over confident. Recommended for a commission."

Course at No.14 AFU was 16 November 1943 to 22 February 1944. Oxford aircraft - 6.30 day dual to first day solo, 19.10 day dual total, 9.30 day solo on his own, 1.25 night dual to first night solo, 14.50 night dual total, 16.45 night solo, flew 20.55 on instruments. Graded in following flying tests - General Flying (210/400), Applied Flying (110/200), Instrument Flying (135/250), Night Flying (60/100), Link (33/50). "Took some time to convert from Ansons [sic] and still shows lack of confidence at times. Has worked hard and made improvement with more experience. Discipline on the ground - satisfactory." (G/C A.H. Peck, 20 February 1944).

Course at No.1518 Beam Approach Training Flight (on attachment from No.14 AFU) was 4-17 January 1944. Oxford aircraft - 20 hours, all Beam Flying and instruments. Marked in Beam Approach Procedure and "Q" Codes, Link (146/200), Receiver Operation (88/100), Instrument Flying (134/250), Cloud and Night Flying (120/250) and General Application of Beam Approach Procedure, flying (132/200). "A steady improvement throughout the course, attained pass standard of proficiency."

Course at No.19 OTU was 23 February to 6 May 1944. Whitley aircraft (4.05 day dual to first day solo, 5.35 day dual total, 4.50 day with a captain, 33.00 day solo on his own, 3.45 night dual to first night solo, 5.25 night dual total, 8.05 night with a captain, 32.10 night on his own. Flew 20.55 on instruments. Did five day and five night cross-country flights, one night Bullseye, three day and one night fighter affiliation exercises. Graded in following flying tests - General Flying (245/400), Applied Flying (120/200), Instrument Flying (140/250), Night Flying (69/100), Link (36/50). Graded in following ground courses - Airmanship (274/300), Armament (278/300), Meteorology (55/100), Navigation (156/200) and Signals (82/100). "This officer is a straight through trainee who has settled down to heavy aircraft very easily. He is very keen and conscientious and handles his crew very well, and has reached an above average standard in flying and captaincy. Recommended as Captain of aircraft - not recommended for Pathfinder Force."

Sabre Incident: Described in letter dated 30 December 1957, A/V/M H.B. Godwin (Air Officer Commanding, No.1 Air Division) to Commanding Officer, No.2 Fighter Wing - Commendation, 12984, F/L S.T. Orser:

1. I have reviewed the incident F/L Orser experienced on 26 November 1957 while engaged on a formation training flight in a Sabre aircraft.
2. During a formation take off under instrument flying conditions, F/L Orser

experienced a flame-out at approximately 200 feet. He throttled back to idle, selected the emergency fuel system and the aircraft ignition on. A successful relight was obtained. F/L Orser then formatted on the number three and performed a successful GCA landing.

3. F/L Orser, by his quick actions and thorough knowledge of emergency procedures, was responsible for avoiding loss of life and damage to his aircraft during this emergency under adverse weather conditions.

4. It is a pleasure for me to commend F/L Orser on his actions.

5. It is my wish that a copy of this letter be placed on F/L Orser's personal file.

Selected Assessments: "Flying Officer is a neat, clean cut young officer with considerable potential. He has given 414 Squadron excellent service as photo pilot and has set a cheerful example of a good officer. Mixes well socially." (S/L D.K. Deyell, No.414 Squadron, 24 October 1950).

"F/L Orser is a keen and enthusiastic officer. He is most co-operative and does not hesitate to undertake difficult assignments. He has good organizing ability and has been in charge of 121 (K) Flight on several occasions during the absence of the Officer Commanding. His social deportment is above reproach and he appears to have the respect of all his fellow officers. It is felt that F/L Orser is well qualified for administrative or instructional duties." (S/L W.B. Fee, Sea Island, 19 June 1952).

"Flight Lieutenant Orser has been the Wing Services Officer at 2(F) Wing for the last two wings. The financing of the sports and recreational activities which are vital to the morale of the personnel and their families at this isolated base is directly dependent on the success of the NPF institutes under this officer's control. His outstanding initiative, resourcefulness, and his ability to manage efficiently a large staff, comprised mainly of French Nationals, have enabled this unit to provide not only an excellent sports and recreational program, but also to finance the construction of a curling rink, an outstanding achievement on the part of F/L Orser. // This officer's pleasant personality and his cheerful nature enable him to maintain excellent relations with all Sections on the base. He takes an active interest in sports, particularly sailing and swimming, and assists with the children's swimming programme. He is also one of the two officers who act as 'councillors' for the High School children's Teen Town activities. He is well read and also finds time for his hobbies - painting and model train operations. This officer is also a key member of the Station Fund Committee where his mature outlook and good judgement in financial affairs is most appreciated. // F/L Orser enjoys a pleasant family life and both he and his wife take an active interest in Church activities, and in Mess and Station social life. His conduct is exemplary at all times; he is temperate in his habits and his financial affairs are in good order. // F/L Orser is well qualified and most capable of carrying out all the

responsibilities associated with higher rank. This fine Service officer is very highly recommended for promotion to the rank of Squadron Leader." (W/C L.J. McLeod, No.2 Fighter Wing, 18 January 1961).

"In the short time that F/L Orser has been at this unit, he has shown that he is a cooperative, conscientious and reliable aircrew officer. He is in the process of becoming qualified on Dakota and Lancaster aircraft and indications are that he will become a competent pilot on these machines. In addition, he has recently become a qualified Searchmaster. F/L Orser is quiet and retiring by nature but he has proven that he is capable of stating his position when required to do so. His domestic and financial affairs are in good order. F/L Orser is a good all around aircrew officer with a great deal of experience. He is recommended for promotion." (S/L H.J. Galen, Station Winnipeg, 21 December 1961).

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OSBORN, F/L William Ward (J26673) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 15 February 1921 in Preston, Ontario; home in Hespeler (labourer); enlisted in Hamilton, 14 July 1941 for General Duties and posted to No.1 Manning Depot. To No.16 SFTS, 8 August 1941. Promoted AC1, 14 October 1941. Promoted LAC, 14 January 1942. Remustered to aircrew and posted to No.6 ITS, 29 August 1942; graduated 21 November 1942 when posted to No.20 EFTS; graduated 6 February 1943 when posted to No.6 SFTS; graduated and commissioned 28 May 1943. To No.1 GRS, 11 June 1943. To "Y" Depot, 4 September 1943. Taken on strength of No.3 PRC, Bournemouth, 13 October 1943. Promoted Flying Officer, 28 November 1943. Promoted Flight Lieutenant, date uncertain. Repatriated 23 April 1945. To No.1 Air Command, 8 May 1945. To No.1 SFTS, 9 June 1945. To No.4 Release Centre, 7 October 1945; retired 16 October 1945. Medal presented 22 June 1949. Attended University of Toronto (Civil Engineering, Masters degree). Joined Royal Canadian Engineers in 1950; served in Korea plus United Nations peacekeeping forces. Retired as a Major. He then took up a second career with the Ontario Ministry of Transportation. Died in Orillia, Ontario, 13 January 2012. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 5 April 1945 when he had flown 36 sorties (237 hours 15 minutes), 10 September 1944 to 15 March 1945.

Flight Lieutenant Osborn commenced his tour on September 10th, 1944 by doing a trip to Calais. On this first effort he brought his aircraft back to base on two and one-half engines. As gaggle leader on a daylight trip to Cologne on March 2nd, 1945, he again lost an engine in the target area and returned to base on three engines.

At all times during his tour of 36 trips this pilot has shown a high degree of

courage, initiative and keenness. He has led his crew in bombing such difficult targets as Dresden, Munich and Nuremburg. This pilot's standard of crew captaincy has been exceptional.

For fine record on operation, his coolness, skill and leadership this officer merits the award on a non-immediate Distinguished Flying Cross.

The sortie list follows. It is almost identical to that of F/O Hugh Robert Young and WO2 Silas Franklin Campbell; differences may be explained by quality and clarity of sheets from which this was transcribed:

10 September 1944 - Le Havre (5.00, day)
20 September 1944 - Pas de Calais (3.55, day)
25 September 1944 - Calais (3.30, day)
28 September 1944 - Cap Gris Nez (3.55, day)
4 October 1944 - Bergen (6.35, day)
6 October 1944 - Dortmund (6.25)
19 October 1944 - Stuttgart (7.15)
23 October 1944 - Essen (5.45, day)
28 October 1944 - Cologne (6.25, day)
30 October 1944 - Cologne (6.10)
1 November 1944 - Oberhausen (6.25)
2 November 1944 - Dusseldorf (6.20)
4 November 1944 - Bochum (5.30)
6 November 1944 - Gelsenkirchen (5.30, day)
27 November 1944 - Neuss (5.40)
15 December 1944 - Mannheim (6.15)
17 December 1944 - Duisburg (6.35)
21 December 1944 - Cologne (6.15)
24 December 1944 - Dusseldorf (5.50, day)
28 December 1944 - Opladen (6.15)
29 December 1944 - Scholven (6.50)
30 December 1944 - Cologne (6.50)
2 January 1945 - Nuremberg (9.30)
6 January 1945 - Hanau (7.25)
7 January 1945 - Munich (8.10)
16 January 1945 - Zeitz (8.30)
7 February 1945 - Goch (6.10)
13 February 1945 - Dresden (9.35)
20 February 1945 - Dortmund (6.50)
27 February 1945 - Mainz (7.00, day)
28 February 1945 - Neuss (3.00, recalled)

1 March 1945 - Mannheim (7.50, day)
2 March 1945 - Cologne (6.05, day)
11 March 1945 - Essen (6.35, day)
12 March 1945 - Dortmund (6.35, day)
14 March 1945 - Zweibrücken (7.45)
15 March 1945 - Hagen (7.05)

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york44/hr855.html> has the following:

HALIFAX HR855 AT WOMBLETON AIRFIELD.

During the evening of 8th August 1944 the crew of this 1666 Heavy Conversion Unit aircraft were to undertake a practice bombing exercise when it swung violently to port on take-off from Wombledon airfield at 18.05hrs. The aircraft left the runway and crossed the grass for some three hundred yards. As it was nearing a parked aircraft on dispersal near the airfield boundary fence the pilot raised the undercarriage to try and avoid a collision. The starboard undercarriage retracted slightly earlier than the port and the aircraft crashed onto its belly, buckling the forward fuselage and the starboard wing tip contacted the ground resulting in ripping off the starboard outer engine. The crew of eight evacuated the safely. Upon inspection it was considered that the main spar was possibly bent and the aircraft was later assessed and deemed beyond economic repair. Crew listed as being: Pilot - F/O William Ward Osborn, RCAF (J.26673 later DFC); Navigator - P/O Hugh Robert Young, RCAF (J.37737, later DFC); Bomb Aimer - F/O Herbert James Paisley, RCAF (J.36701); Wireless Operator - Sgt John Hubert Clark, RCAF (R.192159, later DFC); Air Gunner - Sergeant John W Aitken, RCAF (R.214118, killed 21 March 1945); Air Gunner - Sergeant Silas Francis Campbell, RCAF (R.218396, later DFC); Flight Engineer - Sergeant Harry Wilson Roper, RCAF (R118753, later DFC).

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OSBORNE, F/O Earle Frederick (J28775) - **Mention in Despatches** - No.145 Squadron - Awarded 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born 16 June 1913. Home in Toronto; enlisted London, Ontario, 13 July 1942. To No.5 Manning Depot, date uncertain. To No.5 Equipment Depot, 25 September 1942. To No.4 Wireless School, 20 November 1942; promoted LAC, 21 December 1942; graduated 11 June 1943 when posted to No.6 BGS; graduated and commissioned, 26 July 1943. To Eastern Air Command, 6 August 1943 and to No.34 OTU the same date. To No.145 (BR) Squadron, 26 October 1943. Promoted Flying Officer, 26 January 1944. To No.4 Release Centre, 15 August 1945. Retired 18 August 1945. DHist file 181.009 D.3690 (RG.24 Vol.20640) has undated recommendation (circa April or May 1945) when he had flown 785 hours 20 minutes (138 hours 55 minutes in previous six months), of which 568 hours 50 minutes were operational (90 sorties).

This officer has completed an arduous tour of operations over the North Atlantic during which time he has shown the utmost keenness and devotion to duty. As an operational Wireless Air Gunner his work has been outstanding; recently as Squadron Adjutant, he has proved himself an efficient and capable administrative officer.

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OSBORNE, F/L William John (C7962) - **Mention in Despatches** - No.51 Operational Training Unit - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 20 August 1919 at Swift Current, Saskatchewan. Educated at Portage la Prairie, Manitoba, 1930-35, University of Manitoba, 1935-36, and Queens University, Kingston, 1936-40 (General Arts and Commerce). Home in Ottawa (sales promoter for Crain Printing); enlisted in Montreal, 8 April 1941. To No.4 Manning Depot, St.Hubert, 5 May 1941; to RCAF Detachment, McGill University, 1 June 1941; commissioned 6 September 1941; to Y Depot, Halifax, 1 October 1941; to No.3 Personnel Reception Centre, Bournemouth, 20 October 1941; to No.29 Squadron, 29 October 1941; to No.2 Radio School, 20 December 1941; to No.1455 Flight, 31 January 1942 (Boston and Havoc Turbinlight aircraft); promoted Flying Officer, 6 March 1942; to No.25 Squadron, 27 May 1942; awarded Observer Radio Badge, 20 July 1942; to No.51 OTU, 16 May 1943; promoted Flight Lieutenant, 17 June 1943; to Headquarters, No.85 Group, 31 January 1944; promoted Squadron Leader, 1 April 1944; to BPC, 26 May 1945; emplaned for England, 29 May 1945; repatriated 30 July 1945; released 22 September 1945.

OSBORNE, F/L William John (C7962) - **Mention in Despatches** - No.85 Group Headquarters (AFRO only gives "Overseas" as unit) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. No citation in AFRO.

OSBORNE, S/L William John (C7962) - **Mention in Despatches** - No.85 Group Headquarters (AFRO only gives "Overseas" as unit) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945.

OSBORNE, S/L William John (C7962) - **Officer, Order of the British Empire** - No.85 Group Headquarters (AFRO only gives "Overseas" as unit) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Medal presented 9 April 1948. No citation. Although no specific recommendations have been found for any of his awards, the following documents shed much light on his career.

Excerpt from application for repatriation dated 20 March 1945: "During my service with 25 Squadron, besides occupying the post of Radar (Air) Officer, I was awarded the navigator's brevet by the Air Officer Commanding 12 Group and completed approximately 115 operational hours flying as a radio observer on Beaufighter and Mosquito aircraft. At present I am serving as Radar II (Airborne)

at Headquarters, No.85 Group, 2nd Tactical Air Force, and have been on the continent since August 1944.

I was due for repatriation in October 1944 having completed three years service overseas as a Radar Officer, but elected at that time to serve another year or until the end of the European war (whichever is sooner).

Assessment by G/C C.H. Appleton dated 22 June 1942 (No.1455 Flight) - "Signals Radio Officer...A hard working knowledgable special Signals Officer."

Assessment dated 21 July 1943 by W/C G. Maude, on posting from No.25 Squadron to No.51 OTU: "Squadron Signals Officer and Navigator Radio...237 hours and for last six months 108 hours...An excellent RDF officer. Technically above average and general good mixer with the ground crews. Strong personality who did much to encourage flying crews with their equipment. Set a high standard within the air and on the ground." (Concurred in by G/C G.A.L.Manton).

Assessment dated 17 March 1944 by W/C V.R. Moon, No.51 OTU: "This officer can be relied upon to take a genuine interest in any duty he is called upon to carry out. He has a likeable personality, possessed tact, and is an asset to any unit. A good officer and a very capable Radar Specialist". To this, G/C R.K. Hamblin adds: "A most capable radar officer who gets on well with airmen and has done much towards their instruction at this OTU. Has been accepted willingly and carried out efficiently the job of mess secretary at this station."

Assessment dated 31 December 1944 by G/C C.M. Stewart, No.85 Group Headquarters: "This officer works conscientiously and well. During the time he has been responsible for airborne radar in No.85 Group, several of the squadrons have re-armed with Mosquito XXX aircraft (Mk.X AI) from Mosquito XIII (Mk.VIII AI) and have been moved from English bases to the Continent. The smooth manner in which these draughts and movements have been accomplished has in no small degree been due to efficient organization by Squadron Leader Osborne."

Assessment dated 22 June 1945 by G/C C.M. Stewart, No.85 Group Headquarters: "Although he never courted popularity this officer was awarded it in the mess and at work. A clean-cut and forceful character. A sound technician himself and a good judge of ability and character in others. His personal efforts and ability were to a large extent responsible for the high degree of efficiency achieved by airborne radar in this Group."

He also submitted for Flying Pay Credits in September 1943, reporting having flown the following:

February 1942	11 days
March 1942	16 days
April 1942	5 days
May 1942	8 days
June 1942	14 days
July 1942	8 days
August 1942	3 days
September 1942	5 days
October 1942	13 days
November 1942	15 days
December 1942	9 days
January 1943	6 days
February 1943	14 days
March 1943	13 days
April 1943	16 days (later corrected to 14 days)

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OSHELL, P/O Leo Napoleon (J86150) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 7 May 1918 in Callander, Ontario; home there; enlisted North Bay, 24 September 1941 and posted to No.1 Manning Depot. To No.5 ITS, 28 March 1942; graduated and promoted LAC, 23 May 1942 but not posted to No.1 AOS until 6 June 1942; graduated and promoted Sergeant, 25 September 1942. To "Y" Depot, 9 October 1942. To RAF overseas, 27 October 1942. Promoted Flight Sergeant, 25 March 1943. Promoted WO2, 25 September 1943. Commissioned 4 April 1944. Promoted Flying Officer, 4 October 1944. Repatriated 22 January 1945. To No.4 Release Centre, 2 February 1945. Retired 7 August 1945, Medal presented 17 June 1945. Photo PL-35139 is a portrait. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty."

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OSLER, Sergeant Erwin Earl (R85461 later J16724) - **Distinguished Flying Medal** - No.49 Squadron - Award effective 3 February 1943 as per **London Gazette** dated 9 February 1943 and AFRO 373/43 dated 5 March 1943. Born in Regina, 10 August 1922; home there (clerk); educated at Regina Public Schools, 1928-1937 and Balfour Technical School, 1937-1940. Enlisted there 13 February 1941. Trained at No.2 WS (graduated 12 October 1941) and No.2 BGS (graduated 8 November 1941). To "Y" Depot, 9 November 1941. To RAF Overseas, 12

December 1941. To No.2 Signal School, date uncertain. To No.19 OTU, 2 March 1942. To No.49 Squadron, 4 June 1942. Commissioned 14 December 1942. To No.19 OTU, Kinloss, 2 March 1942 where he retrained as Air Bomber; to No.49 Squadron, 4 June 1942; promoted Flight Sergeant, 1 September 1942; promoted WO2, 8 November 1942. To No.1660 Conversion Unit, 21 May 1943. To No.1485 Bomber Command Flight, 1 June 1943. Attached to No.1660 Conversion Unit, 1 June to 5 August 1943. Promoted Flying Officer, 14 June 1943; to No.1660 Conversion Unit, 21 May 1943. To No.97 Squadron, 2 September 1943. Attached to Night Training Unit, 2 September to 8 September 1943, after which returned to No.97 Squadron. Promoted Flight Lieutenant, 8 December 1943. To No.635 Squadron, 20 March 1944.. To Repatriation Depot, 22 May 1944. Emplaned for Canada, 12 June 1944. To No.2 BGS, 21 July 1944. To No.8 BGS, Lethbridge, 25 July 1944. To No.5 BGS, Dafoe, 5 December 1944. To No.6 Release Centre, 18 February 1945. Retired 8 March 1945. Rejoined RCAF, 10 October 1946 (22172); as Radio Operator (Radar) and posted to Western Air Command; reverted to LAC. To Whitehorse, 2 November 1946. To Radio and Communications School, Centralia, 30 April 1947. To No. Radio and Communications School, Clinton, 24 December 1947. Commissioned 16 March 1948. To No.413 Squadron, Rockcliffe, 11 April 1948. To No.408 Squadron, Rockcliffe, date uncertain. To Lachine, 7 August 1950. To No.426 Squadron, Tacoma, Washington, 18 November 1950 and made ten trips to Japan. To No.426 Squadron, Lachine, 23 June 1951. To ARDS, Clinton, 25 November 1951. To No.435 Squadron, 8 March 1952. Promoted Flight Lieutenant, 1 June 1952. To AFHQ, 4 April 1953. To No.2 Wing, Grostenquin, 4 January 1955. To No.2 (Maritime) OTU, 3 December 1958. To No.407 Squadron, Comox, 23 June 1959. To No.107 Rescue Unit, Torbay, 28 November 1962. To No.405 Squadron, Greenwood, 1 April 1965. To Station Greenwood, 2 December 1965. To No.101 Composite Unit, Dartmouth, 4 April 1966. To Maritime Command Headquarters (Operations), 2 May 1967. Retired 14 November 1969 in Victoria. Died in Comox, British Columbia, 9 September 1997 as per **Legion Magazine** of March 1998. Postwar log books in Comox Air Force Museum. Medal presented at Buckingham Palace 18 May 1943. RCAF photo PL-15943 (ex UK-3954 dated 20 May 1943) shows Osler with his cousin, Sergeant R. Boot (Regina) after investiture. RCAF photo PL-15928 (ex UK-3939 dated 20 May 1943) taken outside Buckingham Palace following investiture with DFM - P/O F.H. Larson (Calgary), P/O J. McB. Dempster (Vancouver), P/O E.E. Osler (Regina). RCAF photo PL-15993 (ex UK-3945) taken after investiture.

In the capacity of air bomber Sergeant Osler took part in the daylight attack on Le Creusot and Milan and most of the recent attacks on Italian targets. By his keenness and determination he has been partly responsible for the remarkable successes achieved by his crew. Both on the ground and in the air this airman's efficiency has been of an extremely high order.

NOTE: Public Records Office Air 2/8934 has recommendation dated 5 December 1942 when he had flown 22 sorties (143 operational hours). Curiously, the sortie list does not mention Milan, which nevertheless is mentioned in the recommendation as well as the published text.

18 August 1942 - Vichy (6.35, Nickel raid)

20 August 1942 - Kassel (6.55)
27 August 1942 - GARDENING, Bornholm (5.30)
1 September 1942 - Saarbrücken (5.15)
2 September 1942 - Karlsruhe (5.45)
6 September 1942 - Duisburg (3.45)
8 September 1942 - Frankfurt (6.05)
10 September 1942 - Düsseldorf (4.35)
13 September 1942 - Bremen (4.20)
14 September 1942 - Wilhelmshaven (4.20)
18 September 1942 - GARDENING, Swinemunde (7.45)
19 September 1942 - Munich (8.10)
23 September 1942 - Wismar (7.30)
5 October 1942 - Aachen (5.15)
6 October 1942 - Osnabrück (4.20)
12 October 1942 - Wismar (6.15)
13 October 1942 - Kiel (4.55)
17 October 1942 - Le Creusot, Daylight (9.45)
22 October 1942 - Genoa (8.55)
7 November 1942 - Genoa (8.40)
15 November 1942 - Genoa (8.40)
20 November 1942 - Turin (9.30)

Sergeant Osler is the Air Bomber in Flying Officer Fawkes' crew and has carried out 143 hours flying totalling 22 sorties.

He has been partly responsible for the remarkable success that the crew have achieved, whilst on operations, and there is no doubt that it was his keenness and determination in combination with the remainder of the crew, that has produced such constant and accurate photographic evidence of the successful completion of all his sorties.

He took part, in the capacity of Air Bomber in the Le Creusot and Milan daylight attacks, and most of the recent attacks on the Italian targets. His keenness on the ground and work in the air are both of an extremely high order and I strongly recommend the award of the Distinguished Flying Medal.

OSLER, F/L Erwin Earl, DFM (J16724) - **Distinguished Flying Cross** - No.635 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. Medal presented 1 December 1948. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

Notes: Letter dated 24 May 1944 stated he had flown two tours, 54 sorties and 400 operational hours (total of 600 hours, all types).

Types experienced as of 4 January 1956 were as follows: Lancaster (940 hours), Tiger Moth (8.00), Proctor (8.00), Dominee (11.00), Halifax (19.00), Whitley (150), C-5 (1.00), North Star (1,130.05), Dakota (650), Norseman (25.10), Battle (10.25), Beechcraft (58.05) and C-119 (18.55). Totals cited as 2,071 hours 55 minutes by day and 1,017 hours 20 minutes by night (3,089.15 in all.).

Training: Interviewed in Regina, 27 September 1940 by F/O P.M. Stewart. "Intelligent, young, mature for age, confident, clean and neatly dressed." Assessed as "Average" and recommended for Wireless Operator/Air Gunner.

Course at No.2 WS was 26 May to 12 October 1941. Spent 25 minutes in Flying Classroom as first operator, two hours 35 minutes in Flying Classroom on listening watch, and five hours 55 minutes in two-seater aircraft as sole operator. Ground course in Theory (31/50), Radio Equipment (135/250), Morse, buzzer and lamp (181/200), Procedure (136/200), Signals Organization (128/150), Armament (79/100), and Drill and PT (40/50). Placed 37th in a class of 188.

Course at No.2 BGS was 11 October to 8 November 1941. Battle aircraft - seven hours 55 minutes in gunnery, two hours 30 minutes as passenger. Scored 5.5 percent hits in Beam Test, four percent hits in Beam Relative Speed Test, and 5.5 percent hits in Under Tail Test. Fired 370 rounds on ground, 200 rounds air-to-ground and 2.251 rounds air-to-air. Scored 83 percent in written exam, 69 percent in practical and oral exam. Rated 170/250 in Ability as Firer. Placed 13th in a class of 37. "Results very good."

Selected Assessments: "This officer has a pleasing manner and is well liked by his fellow officers. Quite capable in his flying duties and of doing a good job of his ground assignments. Should be considered for a Squadron Radio Officer's position and would make a capable instructor. Highly recommended for a Permanent Commission." (F/L A.A. James, No.426 Squadron, 31 December 1951).

"This officer is very keen on succeeding in the service, He is, as a result doing a good job in his present administrative position. His enthusiasm in carrying out his duties is very noticeable. He learns quickly and with more experience he should become a good staff officer. He is very capable with his hands and has a better than average knowledge of radio. He is willing to use this knowledge to aid a friend or neighbour. His personality being of an out going nature lends itself to being well liked by all who know him. His family matters are well handled and he has no known financial faults. He should make a good instructor. S/L Osler ensure his practice flying is completed each quarter." (S/L H.J. Tennant, AFHQ/AMP/DPM/M-5, 1 September 1954).

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OTTEN, F/O Jack Francis (J15498) - **Mention in Despatches** - No.38 Squadron (AFRO gives unit only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 14 February 1921 (birth date on MI.9 report). Home in Kingston, Ontario (graduate student); enlisted there 28 May 1940. To No.1 ITS, 1 June 1940. Promoted LAC, 21 June 1940. To No.1 WS, 21 June 1940. To No.1 Manning Depot, 4 December 1940. To No.1 BGS, 19 January 1941. Graduated and promoted Sergeant, 15 February 1941. To Embarkation Depot, 11 March 1941. To RAF overseas, 5 April 1941. Commissioned 25 August 1941 and promoted Flying Officer, 1 October 1942. Captured at Patras, 28 March 1942, escaped from Chieti, 26 September 1943; promoted Flight Lieutenant, 25 October 1943; arrived in Britain 9 November 1943. Repatriated to Canada, 25 November 1943. To No.5 ITS, 15 January 1944. To No.10 EFTS, 5 March 1944. To No.9 BGS, 2 August 1944. To Station Mountain View, 6 January 1945. To No.10 EFTS, 3 March 1945. To No.16 SFTS, 21 April 1945. To Release Centre, 7 September 1945. Released 4 October 1945. Died at Lakefield, Ontario, 10 January 2004 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2004. Public Record Office WO 208/3325 has MI.9 report compiled from questionnaire sent on request from Canada, January 1945.

On 28 March 1942 I was engaged on a torpedo strike on ships anchored in the harbour at Patras, Greece. At 0100 hours that day I crashed into the sea off the coast of Patras. I was captured and taken to hospital in Patras. I remained there until 27 April 1942 when I was moved to the civilian gaol on the outskirts of the town. On 29 April 1942 I was taken by sea to Brindisi, and thence to Campo 75 (Bari) where I stayed for some weeks. On 5 June 1942 I was moved to Campo 65 (Gravina). On 18 December 1942 I was transferred to Campo 21 (Chieti) (Italy 1:250,000, Sheet 29, C 1415) and remained there until my escape.

In June 1943 we had started a tunnel which was to run beneath the wall of the compound. We had dug about 20 feet under the wall by September, but after the Armistice we all believed that our days in prison were over, so we abandoned the project.

After 8 September 1943 we had no guards for several days. We were under the orders of our SBO [Senior British Officer], Lieutenant-Colonel Marshall, and were not allowed to leave the camp. On the night of 19/20 September 1943 the Germans roused the camp and proceeded to evacuate the prisoners, taking the Americans first. We knew that the Germans would not complete the evacuation in one day, so six members of the original 30 Allied POWs concerned in making the tunnel, gathered supplies of food, etc. and took them down into the excavations. At 0600 hours, 24 September 1943, I, with five British Army officers, went down into the tunnel and we were sealed in. We stayed there

until about 1600 hours, 26 September 1943, when we returned to camp and discovered that the guards had left. There was only one sentry stationed at the front gate, so we climbed the wall at the back of the camp and got away at 2130 hours. Outside the camp we divided into two parties, Captain J.D. Mackay and Lieutenant D.T. Bournill (both Royal Artillery) - S.P.G. (Italy) 1797 - staying with me, and the other three going off together.

We were able to obtain civilian clothes from the peasants and set off on foot through the mountains, heading southeast towards the Allied lines. We spent some of the nights in barns, and finally met Allied troops at Montagano (Sheet 36, H 53), on the evening of 13 October 1943. We were taken to Taranto where we were separated, and after going to Bizerta and Algiers I was finally flown back to the United Kingdom, arriving on 9 November 1943.

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OTTEWELL, F/L Lawrence William (J29817) - **Distinguished Flying Cross** - No.57 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 27 May 1919 in Cardston, Alberta. Home in Vulcan, Alberta (carpenter, mechanic and grocery clerk; militia service with Second Battalion, Calgary Highlanders. Enlisted Calgary, 10 May 1941 and posted to No.2 Manning Depot, Brandon. To No.4 BGS, Lethbridge, 22 May 1941. To No.4 ITS on 14 July 1941; promoted LAC on 30 August 1941; to No.5 EFTS, 30 August 1941; to No.10 SFTS, 25 October 1941; graduated 16 January 1942 and promoted Sergeant. To Central Flying School, Trenton, 1 March 1942. To No.1 ANS, Rivers, 11 April 1942. Promoted Flight Sergeant, 16 July 1942. Promoted WO2, 16 January 1943. Commissioned 20 May 1943. To "Y" Depot, 25 September 1943. Embarked from New York, 12 October 1943. Disembarked in Britain, 19 October 1943. To No.16 OTU, 16 November 1943. Promoted Flying Officer, 20 November 1943. To No.51 Base, 29 March 1944. Attached to Scampton for Commando course in April 1944. Attached to No.1660 Conversion Unit, 14 May to 26 June 1944. To No.5 Lancaster Finishing School, 26 June 1944. To No.57 Squadron, 12 July 1944. Promoted Flight Lieutenant, 24 September 1944. Repatriated to Canada, 21 January 1945. To No.2 Air Command, 2 February 1945. To No.7 BGS, Paulson, 14 March 1945. Posted overseas again, 13 April 1945, disembarking in Britain, 22 April 1945; to No.76 Base, 9 May 1945; to Canada, 9 September 1945. Retired 29 October 1945. Rejoined RCAF, Medicine Hat, 9 October 1951 as pilot and Flying Officer (43555). To Primary Refresher Flying School, Calgary, 16 November 1951. To No.4 Flying Training School, Calgary, 14 March 1952. To Station Greenwood, 28 March 1952. To No.404 Squadron, 17 April 1952. To No.2 (Maritime) OTU, 24 November 1952; to No.405 Squadron, 28 March 1953. To Station Trenton, 15 April 1954. To No.4 Flying Training School, Penhold, 1 October 1954 to instruct. Retired on 8 October 1956. Medal sent by registered mail 11 March 1950. Died in Invermere, British Columbia, 2 October 1973 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."

Notes: On 2 August 1945 he stated he had flown 30 sorties overseas - 170 hours 45 minutes on operations and 174 hours 50 minutes non-operational. Types flown overseas had been Wellingtons (74.15), Stirlings (36.55) and Lancasters (234.30). Application for operational wing (31 January 1945) stated he had flown 30 sorties (170 hours 45 minutes), 14 July 1944 to 22 November 1944.

As of 31 December 1955 his types and times were as follows: Harvard (717.15), Tiger Moth (55.15), Crane (139.35), Fleets (4.00), Anson (622.15), Wellington (74.15), Stirling (36.55), Shackleton (1.00), Expeditor (10.00), Lancaster (902.40) and T-33 (1.40).

Training: Course at No.4 ITS was 15 July to 16 August 1941. Courses in Mathematics (40/100 and then 60/100), Armament, practical and oral (55/100), Signals (99/100), Hygiene and Sanitation (34/40), Drill (71/100), Law and Discipline (55/60). Graded 85 percent in Visual Link. Placed 233rd in a class of 243. "Sincere - exceptionally hard worker - fine spirit - handicapped in educational background. Overcomes handicap with hard work."

Course at No.5 EFTS was 1 September to 25 October 1941. Flew Tiger Moth aircraft - 29.05 dual, 26.10 solo of which 8.25 on instruments. Also ten hours in Link. Deemed average in air. Ground courses in Airmanship (120/200), Airframes (76/100), Aero Engines (82/100), Signals (79/100), Theory of Flight (94/100), Air Navigation (85/200 and then 125/200), Armament, oral (144/200). Placed 52nd in a class of 64. "Average, solid and reliable. Deliberate. A very dependable type. Thinks carefully before acting. Conduct very good. Department excellent."

Course at No.10 SFTS was 27 October 1941 to 16 January 1942. Flew in Crane aircraft - 48.05 day dual, 52.35 day solo, 5.45 night dual, 8.35 night solo. Of this, 20.50 on instruments. Also logged 27.00 in Link. "Very quiet, steady type, shows intelligence and initiative. Progress and ability as a pilot high average." Ground courses in Airmanship and Maintenance (140/200), Armament, written (71.5/100), Armament, practical (82/100), Navigation (67/150), Meteorology (25/50), Signals, written (41.5/50), Signals, practical (75/100). The Ground School Instructor was less impressed than the Flying Instructor - "Average student - not very bright." Placed 37th in a class of 50.

At No.16 OTU, 16 November 1943 to 29 March 1944. Wellington III and X aircraft - 3.30 day dual to first day solo; 13.15 total day dual; 19.40 day solo; 2.35 night dual to first night solo; 9.15 night dual total; 32.05 night solo. Of this, three hours on instruments; also logged 12.00 in Link. Ground courses in Airmanship (204/300), Armament (267/300), Navigation (136/200), Signals (80/100). Flying Tests in General Flying (260/400), Applied Flying (120/200), Instrument Flying (160/250, Night Flying (55/100) and Link (30/50). "A quiet but persistent type, taking a good interest in most things. Methodical in the air and general flying good. Drills could be improved. A good captain with a fair crew. Suitable for heavies. Recommended for heavy

bombers. Nominated as Captain." (W/C C.W. Scott, OC Training Wing, 4 April 1944).
At No.1660 Conversion Unit (Stirlings) his crew assessed as "An average crew capable of improving with experience." Full crew was listed as follows (assessments added):

Pilot - J29817 F/O Ottewell - 4.50 day dual, 13.05 day solo; 6.25 night dual; 10.35 night solo - "A good average pilot and captain, who should do well when he reaches a squadron." (signed off by F/L S.J. Jonas)

Flight Engineer - 1822340 Sergeant Martin - 5.50 day dual, 37.27 day solo; 15.10 night dual; 42.40 night solo - "Quite a good engineer. Keen and works hard. Crew cooperation good. Good technical knowledge. Fuel and engine logs good." (signed off by F/L E. Hayward, Engineer Leader).

Navigator - J27506 F/O Condie or Condy - 4.45 day dual, 12.30 say solo; 6.25 night dual, 11.30 night solo (19 hours flying with GEE) - "Good average navigator, D.R. - Sound and reliable. Gee - okay. Plotting accurate. Log and chart work - average. A.P.I. - Good. System and Windfinding - Good average. Should prove very reliable." (signed off by F/L W. Kilbey, Navigation Officer).

Air Bomber - J28691 F/O Birkett - 4.45 day dual, 12.30 say solo; 6.25 night dual, 11.30 night solo; six bombs dropped by day and 12 bombs dropped by night. "Ground work is satisfactory. Bombing has been average - spoiled by large vector errors." (signed off by F/L R. Wake, Bombing Leader).

WOAG - 1480706 Sergeant Watsham - 7.35 day dual, 21.05 day solo, 12.50 night dual, 21.15 night solo. "A fair WOP, he requires to learning the new completed gen. He completed conversion course a while ago and has not completed all lectures on this course. I/O Layout and Fault Finding fair. Technical knowledge fair. Marconi Fault Finding Fair. 5 Group Signals Orders Fair. No.12 5 Group S.S.I. Fair. Emergency and SOS Procedure Poor. Gee Manipulation and Fault Finding Good. Air Operating Good. Log Keeping Good. Morse, receiving, 21 words per minute; transmitting 20 words per minute. All right once he drops the old stager attitude." (signed off by F/L J. Wallace).

MUG - 2204102 Sergeant Longridge - 4.45 day dual, 16.00 day solo; 6.25 night dual; 11.30 night solo. "Fair opening range with fair deflection and line allowance. Insufficient lead on breakaways." (signed off by F/L C. Harper, Gunnery Leader).

Rear Gunner - 2205964 - Sergeant Carey - 4.45 day dual, 16.00 day solo; 6.25 night dual; 11.30 night solo. "Good opening ranges with good deflection and line allowance. Deflection once on wrong side. No lead on breakaways." (signed off by F/L C. Harper, Gunnery Leader).

At No.5 Lancaster Finishing School he was logged as flying 4.50 day dual, 4.10 day solo, 1.50 night dual and 1.15 night solo.

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OTWAY, FS Francis Joseph (R51597) - **Mention in Despatches** - Linton-on-Ouse - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 14 July 1911. Home in Fort William, Ontario; enlisted there 2 February 1940 as

Electrician. Promoted AC1, 2 May 1940. To No.5 (BR) Squadron, 11 May 1940. Promoted LAC, 2 August 1940. To Trenton, 31 August 1940. Promoted Corporal, 1 July 1941. Promoted Sergeant, 1 October 1941. To No.164 Squadron, 3 December 1941. To "Y" Depot, 16 November 1942. To RAF overseas, 6 December 1942. Promoted Flight Sergeant, 1 January 1943. Repatriated 2 August 1945. To No.1 Air Command, 13 August 1945. Retired 2 October 1945. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has list of MiDs this date with unit. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 3 February 1945 when he had served 34 months in Canada, 18 months overseas.

Flight Sergeant Otway has done excellent service for his country in the RCAF, having served seven months with British North African Air Force and 18 months at bomber stations in England. His keenness, exceptional knowledge in his trade and outstanding leadership have been a great asset to the servicing wing and an inspiration to the men working under him.

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OUDEKIRK, W/C William Ralph (C3553) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Home in Finch, Ontario; enlisted in Montreal, 11 December 1940 in Signals Branch with rank of Flying Officer. Subsequently classified as Radar Officer. Appears to have been posted almost at once to RAF overseas. Promoted Flight Lieutenant, 15 July 1942. Promoted Squadron Leader, 9 June 1943. Promoted Wing Commander, 19 February 1944. Repatriated 5 August 1945. To No.1 Air Command, 10 August 1945. To Mountain View, 11 September 1945. Retired 26 September 1945. Died in Calgary, 8 January 2003.

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OUELLETTE, Sergeant Earl Jerome (R145196) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 5 August 1920. Home in Sandwich, Ontario; enlisted in Windsor, 31 December 1941 as fire fighter and posted to No.1 Manning Depot; to Trenton, 9 May 1942; promoted AC1, 30 May 1942 when posted to No.4 WS. Promoted LAC, 1 October 1942. To "Y" Depot, 11 January 1943; to RAF overseas, 2 February 1943; promoted Corporal, 4 November 1943; repatriated November 1945; released 15 December 1945.

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OUGH, S/L Gordon Byron (J12882) - **Distinguished Flying Cross** - No.458 Squadron - Award effective 30 March 1944 as per **London Gazette** dated 7 April 1944 and AFRO 1020/44 dated 12 May 1944. Born 13 December 1918 in Holland, Ontario; home in Newmarket; enlisted in Toronto, 18 July 1941. To No.1 Manning Depot, 15 August 1941. To No.1 BGS (guard), 20

August 1941. To No.6 ITS, 27 October 1941; graduated and promoted LAC, 19 December 1941; to No.12 EFTS, 20 December 1941; may have graduated 27 February 1942 but posted to No.1 Manning Depot on 14 March 1942; to No.1 SFTS, 28 March 1942; graduated and commissioned, 17 July 1942. To No.31 GRS, 7 August 1942. To "Y" Depot, 31 October 1942. To RAF overseas, 22 November 1942. Promoted Flying Officer, 17 January 1943. Promoted Flight Lieutenant, 21 August 1943. Promoted Squadron Leader, 22 September 1943. Repatriated 27 February 1945. Retired 11 April 1945. Living in St. John's, Newfoundland in July 1949. Medal sent by registered mail 9 November 1948.

Throughout a tour of operational duty this officer has displayed outstanding devotion, keen determination and courage, setting an inspiring example to all in his flight. He has achieved many successes. In August 1943 he sighted and attacked an enemy motor vessel sailing in convoy. The vessel fell astern of the other ships and ultimately was left behind by the main convoy. A month later Squadron Leader Ough sighted a large enemy merchant ship and despite intense anti-aircraft fire made a determined attack. On the return flight both engines of his aircraft failed and he was forced to bring his aircraft down on to the sea, the crew being picked up later by an allied destroyer.

NOTE: Public Record Office Air 2/9624 has the original recommendation dated 14 February 1944 when he had flown 722 hours including 246 operational hours (31 sorties, all in the previous six months:

Squadron Leader Ough joined No.458 (RAAF) Squadron on the 31st July 1943, and was appointed to command a flight some two months later. He has now completed a successful operational tour.

For example, on the night of the 18th August 1943, this officer attacked a motor vessel of 3,000 tons off the east coast of Corsica, and attacked from 55 feet at 500 yards range. The torpedo was seen to run towards the stern of the motor vessel and, later, at 5,000 feet when illuminated by flares, the motor vessel was seen to fall astern of the other ships and ultimately was left behind by the main convoy.

Again, on the night of the 19/20th September, when north of the Island of Capriari at 0325 hours, Squadron Leader Ough sighted a merchant vessel of 7,000 tons and went in through intense flak to drop twelve 250-pound General Purpose bombs. On the return journey his starboard engine failed and some 40 minutes later the port engine did likewise. He made, however, a successful ditching six miles off the coast between Cani and Cape Farina, all the crew were saved, and were later picked up by a Polish destroyer. The merchant vessel of 7,000 tons was credited to him as damaged.

This officer has displayed throughout his service with No.458 Squadron outstanding devotion to duty, keen determination and courage, while the example which he has set has been a source of inspiration to those officers and airmen who have served under him in his flight.

The National Archives of Australia have a slightly more detailed account, the original submission by the Commanding Officer of No.458 Squadron, dated 5 February 1944.

Flying Officer (Acting Squadron Leader) Ough joined No.458 (RAAF) Squadron from No.22 PTC [Personnel Transit Centre] on 31 July 1943, and was appointed Officer Commanding "B" Flight on 22 September 1943.

This officer has now become tour expired.

On the night of 18th August 1943, Squadron Leader Ough sighted a motor vessel of 3,000 tons off the east coast of Corsica, made an attack from 55 feet at 500 yards range. The torpedo was seen to run towards the stern of the motor vessel and, later, at 5,000 feet, illuminated by flares, the motor vessel was seen to fall astern of the other ships and ultimately was left behind by the main convoy.

Again, on the night of 19/20th September, when north of the Island of Capriari at 0325 hours, Squadron Leader Ough sighted a motor vessel of 7,000 tons and went in through intense flak to drop 12 x 250-pound General Purpose bombs. On return to base at 0600 hours the starboard engine failed and at 0642 hours the port engine did likewise. The pilot made a successful ditching six miles off the coast between Cani and Cape Farina, all the crew were saved, and were later picked up by the Polish destroyer **Slazk**. The motor vessel of 7,000 tons was credited as damaged.

Squadron Leader Ough, by his quiet determination and record of good service has set a fine example to the other member of his squadron.

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OUNSTED, WO2 Roy James (Can 2028A) - **Mention in Despatches** - No.23 Operational Training Unit (AFRO gives unit only as "Overseas") - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born 2 November 1906 in Vancouver. Home in Vancouver where attended Technical School for four years and took a six-month Commercial course. Employed in draft and rubber cutting. Also served in Irish Fusiliers of Canada, October 1924 to September 1929. Enlisted in RCAF, Vancouver, 24 September 1929; attended Metal Rigging courses at Camp Borden, October 1929 to April 1930 and October 1930

to February 1932. Discharged 23 September 1932; rejoined 16 April 1934 as Carpenter with No.111 (Coastal Artillery Cooperation) Squadron. Remustered to Rigger, 1 October 1934. Promoted Corporal, 1 December 1934. Promoted Sergeant, 1 August 1935. Returned to Carpenter trade, 1 October 1935. Awarded King George VI Coronation Medal, 12 May 1937. Reclassified as Airframe Mechanic, 29 April 1939. Promoted Flight Sergeant as of 1 September 1939. Reclassified as Disciplinarian, 25 September 1939. To Toronto Manning Pool, 28 November 1939. Commenced Disciplinarian Course at Toronto, 4 December 1939. To Station Vancouver, 28 February 1940. Promoted WO2, 1 March 1940. Promoted WO1, 15 August 1940. To Station Patricia Bay, 7 December 1940, serving as Station Warrant Officer. To "Y" Depot, Halifax, 15 May 1942; to RAF Trainee Pool, 5 June 1942. Disembarked in Britain, 18 June 1942. To No.3 PRC, Bournemouth, 19 June 1942. To RCAF Station Syerston, 2 July 1942. To No.23 OTU, Pershore, 24 July 1942. To RAF Officer School, 26 May 1943. Commissioned in Administration Branch, 24 June 1943 (C17688). Attached to No.5 Radio School, 30 June to 28 August 1943 where trained as a Code and Cypher Officer, a task he protested saying that he wanted either Administrative or Disciplinary duties. Subsequently reverted to Warrant Officer at his own request, 18 August 1943. Repatriated via Rockcliffe, 15 December 1943. To No.19 SFTS, Vulcan, 16 February 1944; awarded Air Efficiency Award, 7 October 1944 (AFRO 2101/44); to No.3 SFTS, Calgary, 2 November 1944. To No.8 Release Centre, Vancouver, 19 April 1945. Released 4 May 1945. Died in Port Moody, British Columbia, 17 May 1987 as per British Columbia Vital Statistics.

Notes: Assessed 31 December 1936 by Commanding Officer, No.11 (Army Cooperation) Squadron (Bell-Irving) as follows:

Is a good instructor and tradesman. He has shown a very keen interest in the activities of the unit and has been of valuable assistance in lecturing to recruits in basic training. Very neat in appearance and very good at drill.

Although no recommendation can be found for the award, the following assessments indicate the nature and value of his work:

As Disciplinary Warrant Officer to Training Wing, Warrant Officer Ounstead has worked hard and handled the pupils well. He is considered quite worthy of a commission in the Administration and Special Duties Branch. (J.A. Roncorini, rank not shown, No.23 OTU, 12 January 1943).

This Warrant Officer has been a great help to me in dealing with trainees. He is tactful, intelligent and loyal. I strongly recommend him for a commission in the Administrative Branch. (G/C A.R. Combe, No.23 OTU, 15 January 1943).

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OUTRAM, W/C John Charles (C1876) - **Member, Order of the British Empire** - RCAF Overseas

Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 8 April 1902, Port Dinarwic, Wales (RCAF press release announcing award); educated at Carnarvon, Wales; graduated from Bangor University. Assistant Purser with Canadian Pacific Steamships, 1920-1923; purser with Peninsular and Oriental Steamship Company, 1923-1932. Stores and accounting officer with Department of National Defence, 1935-1936. In Civil Aviation Branch, Department of Transport before enlistment (stores accounts, Trans-Canada Airlines, North Bay). Enlisted in Ottawa, 18 April 1940 and assigned to AFHQ in rank of Flying Officer, Administrative Branch. Promoted Flight Lieutenant, 1 February 1941. To Station Trenton, 15 June 1941. To AFHQ, 14 July 1941. Promoted Squadron Leader, 1 January 1942. To "Y" Depot, 15 August 1942. To overseas, 20 August 1942. Taken on strength of RCAF Overseas Headquarters, 21 August 1942 although he did not disembark in Britain until 1 September 1942. Promoted Wing Commander, 1 March 1944. Temporary duty in Canada, 18 February to 8 March 1945. Repatriated 15 September 1945. Retired 16 October 1945. Died 28 October 1962 in Ottawa as per **Legionary** of December 1962. Photo PL-1280 taken late 1940 when he was a Flying Officer. Photo PL-45456 shows him. PL-45457 (ex UK-22930 dated 2 August 1945) taken following investiture ceremony: left to right are Flight Sergeant J.A. Blakenay (Nelson, British Columbia), W/C J.C. Outram and Miss Rita Hoffman (London).

Over a period of five years this officer has performed outstanding and meritorious service in many difficult assignments, all of which required a high degree of efficiency, initiative and organizing ability to carry through to their successful completion. In his present position as Secretary to the Air Officer Commanding-in-Chief, Royal Canadian Air Force Overseas, for over two years his work has been of a very high calibre and he displayed exceptional devotion to duty, often under the stress of enemy action that has been an inspiring example to all ranks.

Notes: Attended School of Administration, Trenton, 16 June to 12 July 1941. Courses were Air Force Law (81/100), Central Registry and Orderly Room Procedure (100/100), Organization (91/100), Letter Writing including preparation of Courts of Inquiry, Boards of Officers, Actioning of Files, etc (90/100), Administration of Messes, Canteens and Equipment (98/100), Drill and Oral (72/100). Also assessed on Initiative, i.e. common sense, resourcefulness, imagination, based solely on quick test papers (154/200), Reliability and Judgement (75/100), Personality such as force of character, leadership (75/100), and Zeal and Energy in performance of duties (90/100).

Selected Assessments: "Has special flair for correspondence. Writes exceptionally good letters. Keen and resourceful. Will tackle any problem of any special nature. Very valuable officer. Professional and all other; relatively above average." (30 December 1940).

"Very capable officer. Energetic and quick in his work. Very diplomatic and tactful and excels in

correspondence for which he has a flair. Should be retained at Headquarters, where his knowledge of procedure and related matters is of the greatest value. Does not spare himself and ever ready to meet an emergency." (G/C H.P. Crabb, Directorate of Manning, AFHQ, 15 December 1941).

"This officer has a bent for preparing materials on Air Force matters suitable for speeches and is exceptionally good at this type of work." (S/L W.J. Brodribb, RCAF Overseas Headquarters, 22 September 1942 - a remarkable assessment given he had been at Overseas Headquarters less than one month).

"Particularly well suited to present employment due to his constant thoughtfulness of the Air Officer Commanding in Chief interests. His facility in writing and his ability to prepare concise and out of the ordinary reports to the Minister." (G/C Graham Morrow, 1 December 1944).

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OVENS, F/O George (J15676) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Enniskillan, Northern Ireland, 19 April 1911; home in Toronto or Enniskillen, Ontario; enlisted Toronto, 20 July 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 15 October 1940; to Prince Rupert Detachment, 20 October 1940; to No.3 AOS, 11 November 1940; graduated 2 February 1941 when posted to No.4 BGS; graduated and promoted Sergeant, 16 March 1941; posted that date to No.1 ANS; may have graduated 25 April 1941 but next posting was 13 May to Embarkation Point. To overseas, 1 July 1941. Commissioned 24 June 1942. Promoted Flying Officer, 24 December 1942. Promoted Flight Lieutenant, 24 June 1944. Repatriated 28 October 1944. To No.3 OTU, 24 November 1944. To No.3 Release Centre, 12 February 1945. Retired 16 February 1945. Living in Ottawa as of September 1950. No citation in AFRO.

OVENS, F/O George (J15676) - **Distinguished Flying Cross** - No.502 Squadron - Award effective 27 June 1944 as per **London Gazette** dated 7 July 1944 and AFRO 1861/44 dated 25 August 1944. Medal presented 1 December 1948.

Flying Officer Ovens, now on his second tour of operational duty, has taken part in a large number of sorties. One night early in 1944 he has navigator of an aircraft which sighted and made an excellent attack on a U-boat in the Atlantic. Later he again was navigator of an aircraft on an anti-submarine patrol over the Atlantic. A formation of seven enemy destroyers was located and attacked in the face of intense anti-aircraft fire. As a result of the attack one vessel at least was set on fire. Throughout his operational career this officer has performed his duties with great zeal and energy and the results of his efforts have been excellent.

NOTE: Public Records Office Air 2/9016 has recommendation dated 18 May 1944 when he had flown 75 sorties (695 operational hours).

Flying Officer Ovens was the navigator of a Halifax Mark II aircraft No. HR690 on an anti-submarine patrol on April 27th over the Bay of Biscay when a radar contact was made, position 46 50' North 05 18' West which upon investigation turned out to be a force of seven enemy destroyers. Flares were dropped and the aircraft circled and attacked in the face of an intense barrage of light and heavy flak. Three vessels were visible in the sight when the bombs were released, and after the attack one was observed definitely to be on fire and another appeared to be.

On the night of 31st January 1944 this officer was the navigator of a Halifax II aircraft HR690 engaged on anti-submarine patrol over the Bay of Biscay when a radar contact was made which upon investigation proved to be a U-Boat. Using a flare-dropping technique from medium level upon which this squadron has specialized, an excellent attack was made position 47 33' North 06 24' West which should have caused considerable damage according to the Admiralty assessment. Flying Officer Ovens was the navigator who was primarily responsible for the development of the present system of medium level attack, using flares and the Mark XIV bombsight, practiced by this squadron.

Flying Officer Ovens is now on his second operational tour with No.502 Squadron and throughout his long association with the unit he has always carried out his duties with great zeal and energy. He is continuously working on methods to further the development of the anti-submarine campaign, and using every opportunity offered to put them into practice. The results have been excellent and the efforts of this capable navigator are worthy of the highest praise.

This clears RAF Station St.Davids on 20 May 1944; on 26 May 1944 another officer (A/V/M Baker ? hand-written note not clear) adds:

As navigator in Squadron Leader Holderness' crew, Flying Officer Ovens has contributed a great deal towards the smooth working and good crew drill associated with this team. His keenness to come to grips with the enemy is evidenced by the fact that he took the place of the navigator in Flying Officer Galbraith's aircraft on 27 April when a most successful attack was made on enemy mine sweepers, one of which was set on fire and another being damaged.

RCAF Coastal Command Release dated 14 April 1944 (transcribed by Huguette Oates) reads:
Returning from the Atlantic shipping lanes to be re-equipped at a port, a Nazi U-

boat would recently have succeeded in passing undetected had it not been for two Canadian airmen who sighted the enemy submarine. The Canadians were members of RAF Coastal Command Halifax bomber crew and they immediately attacked the Nazi target with such accuracy that their bombs were seen to straddle the U-boat's conning tower. The attack was carried out at night, by the aid of flares, and in the face of an intense enemy flak barrage.

F/O George Ovens, 179 Humewood Drive, Toronto, Ontario, was the 33-year-old navigator and bomb-aimer in the Halifax crew and the aircraft's second pilot was 21-year-old F/O Frank J. Rush, of Spiritwood, Saskatchewan. Neither had attacked a U-boat before, although Ovens was on his second tour of operations, and previously had completed no less than 74 anti-sub expeditions, while Rush had flown on 25 similar patrols.

And once their luck turned, it continued to hold good. Six nights later, these same two Canadians were again on patrol. This time they hunted down and bombed a medium sized enemy merchant vessel and two German flak ships which, under the cover of darkness, were trying to reach the comparative safety of port.

The enemy targets, on both of these occasions, were located and attacked while Ovens, Rush, and the rest of the RAF crew were doing some "overtime" flying. Instructed to hunt for U-boats that might be lurking in a particular stretch of water in the Bay of Biscay, they had completed these routine patrols without finding any trace of the enemy.

But since surplus gasoline supplies were still left in the tanks of their aircraft after these routine patrols had been completed, they decided to head for the French coast and do a spot of hunting on their own instead of returning immediately to their base in the United Kingdom.

"We call these our intuition patrols," Ovens explained. "The night we found our first enemy sub, Rush and I both saw it at the same time. It was a fully surfaced, at a speed of about 15 knots. We illuminated the target. But the Nazi gunners were at their posts on the sub's deck and they opened fire immediately. It was reasonably accurate cannon fire but most of it was bursting just beneath our kite," Ovens recalled. "We took evasive action and went in to bomb our target. It's always difficult to determine results during a night attack but I feel certain our bombs straddled the sub all right."

The exact extent of the damage caused to the enemy could not be ascertained because the Halifax, twenty minutes after the attack, had used up all its extra

gasoline supply and barely had sufficient to take it back to its home base.

“Six nights later, we were flying along doing another of our intuition patrols,” Ovens continued. “This time, Rush, from the second pilot’s seat, saw the wake of a ship travelling ahead of us. There was a calm sea, and visibility conditions were excellent. As we closed range to investigate, we soon saw another target for us to bomb. Down below us were a couple of Nazi flak ships escorting a medium sized enemy merchant vessel and they were heading for port.”

A white light started to flash out a signal from one of the enemy vessels and a second ship quickly replied to this message by flashing a red signal lamp. Immediately, the two flak ships opened fire and ack-ack burst all around the Halifax as it circled overhead. “That flak was getting a bit hot for us so we took evasive action,” Ovens reported. “But the ships followed us up with heavier ack-ack which was bursting too darn close for comfort.”

The Halifax had no sooner started to make its bombing run over the target when, without warning, its two port engines cut momentarily and for a few seconds the crew feared that they and their kite might crash into the sea. But the engines picked up again and the aircraft roared down to release its bombs on the ships below. “We couldn’t stick around because there wasn’t enough gas left and, in addition, we had those two ropey engines to contend with,” Ovens concluded. “So we headed back to base. When we landed, we found that our kite hadn’t once been hit by enemy flak.”

Ten days prior to their first sub attack, Ovens and Rush had been out over the Atlantic searching for some British airmen who had failed to return from an ops trip. A mere speck on the ocean below them, they spotted a dinghy full of survivors and then guided Allied naval vessels to the spot so they might effect the rescue. “We were bitterly disappointed to learn later that the life raft contained six Nazi airmen,” Ovens remarked. “Of our own chaps we heard nothing more.”

Attacks made by L/502 on 30/1/44 and by G/502 on 6/2/44; F/O George Ovens - J15676 and F/O Frank J. Rush - J23331)

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OVERBURY, S/L Richard Fox (C1700) - **Member, Order of the British Empire** - No.1 Instrument Flying School - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 2 May 1899. Had served in RFC, 1917-1919 and RAF, 1922-1927. Enlisted in Ottawa, 16 February 1940 as Link Trainer Instructor. At No.1 ITS as of 15 April

1940. Appointed Honorary Flight Lieutenant, 18 June 1941. To No.13 SFTS, 20 April 1942. To Trenton, 8 October 1942. Posted on 31 May 1943 to "IBA" or "No.1 BA" (whatever these mean). Promoted Flight Lieutenant, 18 June 1943 on posting to No.1 Training Command. To No.1 Instrument Flying School, 31 August 1943. Promoted Squadron Leader, 1 October 1944. To No.4 Release Centre, 7 October 1945. Retired 17 October 1945. Recommended by G/C A.B. Searle, 14 August 1945. Medal presented 22 November 1948.

This officer has been continuously employed in capacities ranging from Link Instructor to Chief Instructor, Link Trainers School. On the conversion of this unit to radio range training he was given the task of establishing the organization for both Link training and Ground School Instruction. On the successful completion of this difficult task he has maintained the same zealous application in striving to improve the already efficient operation of the section he commands. His whole-hearted interest in the welfare of personnel under his command, his outstanding qualities of leadership, initiative and organizing ability combined with the exceptional personal example he has maintained throughout his service career fully warrant the highest praise.

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OWEN, Corporal Joseph John (R89050) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 26 April 1912. Home in Espanola, Ontario; enlisted in Galt, 14 February 1941 as Aero Engine Mechanic and posted that date to No.1 Manning Depot; to No.6 Repair Depot, 17 March 1941; promoted AC1, 14 May 1941. Promoted LAC, 1 October 1941. To "Y" Depot, 12 March 1942; to RAF overseas, 30 April 1942. Promoted Corporal, 1 October 1942. Repatriated 18 June 1945; to No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. Released 8 September 1945. No citation in AFRO.

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OWEN, F/L Joseph Roger (J6832) - **Distinguished Flying Cross** - No.680 Squadron - Award effective 24 February 1944 as per **London Gazette** dated 17 March 1944 and AFRO 766/44 dated 6 April 1944. Born in Birkenhead, England, 13 April 1917; home in Windsor, Ontario; enlisted there 11 December 1940. And posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 26 December 1940. To No.1 ITS, 8 February 1941; graduated and promoted LAC, 16 March 1941 but not posted to No.10 EFTS until 29 March 1941; graduated 27 May 1941 on posting to No.2 SFTS; graduated and commissioned 8 August 1941. To Embarkation Depot, 9 August 1941. To RAF overseas, 24 September 1941. Promoted Flying Officer, 8 August 1942. Promoted Flight Lieutenant, 8 August 1943. Repatriated 19 August 1944. To No.7 (Photo) Wing, 12 October 1944. To No.4 Release Centre, 30 January 1945. Retired 15 February 1945. Photo PL-25537R (right) shows him. Medal sent by registered mail 28 October 1948. Died in

Barrie, Ontario, 4 October 2004 as per Royal Canadian Legion "Last Post" website.

This officer has completed a large number of reconnaissances over a wide range of targets. On one occasion recently Flight Lieutenant Owen was detailed to reconnoitre a heavily defended area. In spite of great opposition he made many runs over the target to ensure good results. On another occasion, when detailed to search for a convoy, Flight Lieutenant Owen completed his task with great skill. In addition to locating the enemy's ships he reconnoitred various airfields and harbours. Throughout his tour this officer has displayed courage and determination of a high order.

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*OWENS, Corporal J. (R77551) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** dated 16 June 1944 (addition to Birthday Honours List). There is something wrong here; the service number R77551 belongs to William Earl Brough Thompson.

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OWENS, F/O Keith Hartley (J16022) - **Distinguished Flying Cross** - No.37 Squadron - Award effective 28 June 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1582/43 dated 13 August 1943. Born in Ottawa, 6 November 1912; home there; enlisted Toronto, 20 July 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 22 October 1940 when posted to No.2 EFTS; graduated 19 December 1940 when posted to No.32 SFTS; graduated and promoted Sergeant, 10 April 1941. To "Y" Depot that date. To RAF overseas, 24 May 1941. Promoted Flight Sergeant, 1 November 1941. To Middle East, July 1942. Commissioned 29 September 1942. Promoted Flying Officer, 29 March 1943. Repatriated 1 December 1943. To No.2 SFTS, 5 January 1944. To No.5 OTU, Boundary Bay, date unclear. To No.7 Photo Wing, 6 January 1945. Promoted Flight Lieutenant, 29 September 1945. To No.3 Release Centre, 10 March 1946. Retired 16 March 1946. Medal presented at Uplands, 25 February 1945. See PL-34003 for photograph.

This officer has completed a large number of sorties most of which have been in the Middle East. In this theatre he has attacked a wide range of targets latterly in Tunisia, Sicily and Pantelleria. Flying Officer Owens has invariably displayed great skill and courage combined with outstanding determination to complete his task whatever the circumstances. He has rendered fine service.

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OXENBURY, FS (now P/O) John Frederic (R275522/J94863) - **Distinguished Flying Medal** - No.424 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November

1945 and AFRO 155/46 dated 15 February 1946. Born 22 March 1925 at New Westminster, British Columbia; home in Ocean Falls, British Columbia (student). Member of Sea Cadets, 1942-1943. Enlisted in Vancouver 2 September 1943. To No.3 Manning Depot, Edmonton, 9 September 1943. To No.9 Pre-Aircrew Education Detachment, 18 October 1943. To No.9 BGS, Mont Joli, 10 December 1943; promoted LAC, 29 January 1944; graduated and promoted Sergeant, 10 March 1944. To No.4 Aircrew Graduate Training School, Valleyfield, 25 March 1944. To "Y" Depot, Lachine, 22 April 1944. Embarked at Halifax, 3 May 1944. Disembarked in Britain, 10 May 1944 and posted to No.3 PRC, Bournemouth. To No.22 OTU, 13 June 1944. To No.61 Base, 30 August 1944. Attached to Aircrew School, Dalton, 30 August to 13 September 1944. Attached to No.1666 Conversion Unit, 13 September to 26 October 1944. To No.424 Squadron, 26 October 1944. Promoted Flight Sergeant, 10 December 1944. Commissioned 12 April 1945. Repatriated by air via Debert, 19 June 1945. Retired 16 September 1945. Award present at Ocean Falls, 20 August 1946, by Viscount Alexander. The event took place on the grounds of the public school, witnessed by the Governor General's staff and several hundred local citizens. It was a confused affair; officials had to borrow a DFM from another officer for purposes of having Oxenbury photographed receiving the decoration. This DFM was returned to WAC Headquarters, and he evidently had to wait some time for own to be delivered. Moreover, the ceremony was covered by an RCN photographer who sent the prints and negatives to Naval Headquarters, Ottawa. Consequently, publicity for the ceremony was delayed. Died in Delta, British Columbia, 28 January 1989 as per British Columbia Vital Statistics.

This air gunner has taken part in many attacks against heavily defended and major targets in Germany. In the face of the enemy he has invariably displayed skill, resourcefulness and cool courage. On one occasion his aircraft was attacked by four enemy fighters but largely owing to his skilful directions his captain was able to take successful evasive action. On several other occasions Flight Sergeant Oxenbury by his coolness and initiative has been able to extricate his aircraft from perilous situations when attacked by enemy fighters.

DHH file 181.009 D.2610 (Library and Archives Canada RG.24 Volume 20627) has original recommendation by W/C R.W. Norris dated 17 May 1945 when he had flown 22 sorties (139 hours). Member of crew with F/L Joseph Frank Thomas. The sortie list and submission were as follows:

- 18 November 1944 - Munster (6.50)
- 21 November 1944 - Castrop-Rauxel (6.45)
- 27 November 1944 - Neuss (5.50)
- 17 December 1944 - Duisburg (6.15)
- 26 December 1944 - St. Vith (7.05)
- 30 December 1944 - Cologne (6.15)
- 31 December 1944 - Oslo Fjord (7.20)

2 January 1945 - Ludwigshaven (7.50)
5 January 1945 - Ludwigshaven (7.45)
2 February 1945 - Weisbaden (6.45)
4 February 1945 - Bonn (6.25)
7 February 1945 - Goch (6.15)
13 February 1945 - Dresden (10.10)
15 February 1945 - Oslo Fjord (5.00, early return)
22 February 1945 - Duisburg (6.45)
23 February 1945 - Fredericstad, minelaying
24 February 1945 - Sandefjord, minelaying (7.50)
2 March 1945 - Cologne (5.50)
5 March 1945 - Chemnitz (9.55)
15 March 1945 - Hagen (7.05)
16 March 1945 - Heligoland, minelaying (4.55)
21 March 1945 - Hemmingstadt (5.45)
4 April 1945 - Oslo Fjord (7.10, mining)

This Air Gunner, who has operated against Germany's most heavily defended targets, has always shown great courage of the highest order. The success of many of the sorties in which he participated was due to his very determined and tireless efforts. He is very skilful and resourceful in his work and his leadership is an example to all members of his squadron.

On one occasion his aircraft was attacked by four enemy fighters but he quickly sized up the situation, gave the proper combat manoeuvre and his aircraft was able to return to base undamaged with all members of the crew uninjured. Due to his quick thinking, he was able to get his aircraft out of danger on several other occasions when attacked by enemy fighters.

For his skilfulness, resourcefulness and leadership at all times, Flight Sergeant Oxenbury is strongly recommended for the non-immediate award of the Distinguished Flying Medal

Notes: Pre-Aircrew Education Detachment (McGill) was 18 October to 26 November 1943 and consisted of courses in English (82/100), Mathematics (88/100), Aircraft Recognition (58/100) and Signals (95/100).

Course at No.9 BGS was 13 December 1943 to 10 March 1944. Trained on Battle aircraft (14 hours ten minutes) with Browning guns and Bristol turret in the air plus Boulton-Paul turret on ground. Fired 1,175 rounds on 25 yard range, 1,400 rounds on 200 yard range, 300 rounds air-to-ground and 3,000 rounds air to air. Spent 16 hours 51 minutes on "turret manipulation". Placed 44th in a class of 84; "Average student, mentally alert. Sufficient self-assurance. Displayed initiative when the course is clear. Co-operative." (W/C H.P. Crabb, 10 March 1944).

Course at No.22 OTU was 14 June to 21 August 1944 - Wellington III and Wellington X aircraft, Browning machine guns (air and ground) and Frazer Nash turrets (air and ground). This involved 64 hours 20 minutes flying by day and 34.55 by night. Ground work involved Aircraft Recognition and Range Estimation (150/200), Guns (140/200), Reporting and Fighting Control (120/200), Sighting, including practices on GTST (100/200) and Turrets, Drill and Manipulation (120/200). Air subjects were Cine Camera exercises (ten completed by day, Cine Camera Gun Assessments (completed 10 ½ exercises), Air-to-Beam Firing Exercises (one, 600 rounds) and Air-to-Air (five exercises by day, 3,000 rounds, three exercises by night, 1,800 rounds) and something described as Self-Tow (three day exercises, 1,800 rounds, three night exercises, 1,800 rounds). Took part in one Night Interception and one Bullseye exercises. "Average air gunner. Will require to revise and concentrate on theory of sighting; otherwise Ground results quite sound and satisfactory. Crew cooperation and general airmanship up to standard. As a Fighting Controller he is average and has shown promise. Range estimation, however, is apt to be weak. Cine films are a good average and generally show all-round improvement. With more experience this gunner should be able to attain a higher assessment. Could possibly improve his general appearance and neatness. Not recommended for a commission at this stage, but after more experience has been gained." (W/C J. Molesworth, 21 August 1944).

Course at No.1666 HCU was 12 September to 25 October 1944. Tested on Guns (45/50), Turrets (43/50), Aircraft Recognition (26/50) and Sighting (87/100). Fired 400 rounds air-to-air (two percent hits). Took part in two daylight fighter affiliation exercises. Range estimation graded "Good", night vision "average."

Writing on 11 February 1947 he requested his operational wing, stating he had flown 27 sorties with S/L J.F. Thomas, DFC as captain and two sorties by Thomas as second pilot, making a total of 29 sorties.